County of San Diego

DEPARTMENT OF PUBLIC WORKS

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September 8, 2006

CEQA Initial Study - Environmental Checklist Form
(Based on the State CEQA Guidelines, Appendix G Rev. 10/98)

1. Project Name/Number:

   Black Canyon Road Bridge Replacement – Bridge Number 57C-361 (2C4002)

2. CEQA Lead agency name and address:
   County of San Diego, Department of Public Works
   5469 Kearny Villa Road, Suite 305
   San Diego, CA 92123-1152

3. a. Contact : Wendy Orth, Environmental Planner
   b. Phone number: (858) 874-4148
   c. E-mail: wendy.orth@sdcounty.ca.gov

4. Project location:

   The project site is located in the Cleveland National Forest, approximately six miles northeast of the unincorporated community of Ramona in north-central San Diego County. The regional location is depicted in Figure 1. The bridge replacement site is located just west of the existing bridge which crosses Santa Ysabel Creek where Black Canyon Road intersects with Sutherland Dam Road. (Figure 1)

   Thomas Brothers Coordinates: Page 409, Grid H/11

5. Project sponsor's name and address:

   County of San Diego
   Department of Public Works
   Engineering Services Division

5555 Overland Avenue (O340)
San Diego, CA 92123

6. General Plan Designation
   - Community Plan: Flood Control portion of the Circulation Element
   - Land Use Designation: Required Stream Crossing
   - Density: N/A

7. Zoning
   - Use Regulation: N/A
   - Density: N/A
   - Special Area Regulation: N/A

8. Description of project (Describe the whole action involved, including but not limited to later phases of the project, and any secondary, support, or off-site features necessary for its implementation):

The County proposes to construct a new cast-in-place post-tensioned pre-stressed concrete box girder bridge to replace the existing structurally deficient bridge. In addition, the existing historic bridge would be cosmetically rehabilitated and remain protected in place for use by pedestrians and equestrians only. The purpose of this project is to:

- Maintain full, reliable, and safe vehicular use of Black Canyon Road over Santa Ysabel Creek in compliance with current American Association of State Highway and Transportation Officials (AASHTO) design standards.
- Preserve and protect the historic qualities of existing Black Canyon Road Bridge.
- Minimize intrusion on native habitat and water resources.
- To the maximum extent possible, comply with Historic Bridge Replacement and Rehabilitation (HBRR) funding requirements and applicable design requirements.
- During construction, provide continued through access on Black Canyon Road for emergency vehicles, residents, and recreational users.

Post construction, maintain pedestrian, equestrian, and bicycle access on the existing Black Canyon Road Bridge while restricting vehicular access.

Black Canyon Road Bridge has several deficiencies that are in need of correction:

Roadway Deficiencies

The existing bridge is presently classified as structurally deficient. This means that the bridge is inadequate (deficient) to carry the loads for which it was intended. The sufficiency rating is used to reflect the relative ability of the structure to support motor

vehicle traffic. Quantification of a bridge's deficiency is accomplished with a sufficiency rating. A Sufficiency rating is based on a formula that uses multiple and separate factors to obtain a numeric value. This value is indicative of a bridge's ability to remain in service. A rating of one hundred percent (100%) represents an entirely sufficient bridge and a rating of zero percent (0%) represents an entirely deficient bridge. Black Canyon Road Bridge has a sufficiency rating of 19.6, which means it is deficient.

The National Bridge Inspection Standards require the posting of load limits on a bridge if the maximum legal load configuration in the State within which the bridge is located exceeds the load permitted under the operating rating of the bridge. The load limit reflects the carrying capacity of the bridge. The allowable load limit is less than the structural capacity of the structure. Exceeding the load limit of a bridge could result in failure of one or more of the bridge's structural elements. Codes are used to show the degree of load limit deficiency. The ratings range from 5 (equal to or above legal load) to 0 (greater than 39.9% below legal load limits). Black Canyon Road Bridge has a rating of zero.

Currently, Black Canyon Road has very abrupt turn geometry at the north end of the bridge. This tight curve is a substandard geometric condition, as is the substandard sight distance created by the tight curve. These substandard conditions are in need of correction.

The existing alignment of Black Canyon Road across the bridge and through the intersection with Sutherland Dam Road establishes conflicts between the through traffic on Black Canyon Road and the intersecting traffic on Sutherland Dam Road. This is an imbalanced intersection geometry that is substandard and in need of correction.

The existing bridge deck has a cross fall that does not meet current standards**.** The bridge deck cross fall is the slope from road centerline to edge of pavement, or the slope across the total width of roadway when in superelevation.

System Linkage

The Mesa Grande Indian Reservation is located 1.1 miles northeast of the bridge. Black Canyon Road serves as the main access route to and from the reservation. In addition, the existing bridge is also used by United States Forest Service (USFS) personnel, recreational users, and nearby residents and property owners. USFS personnel have stated that Black Canyon Road is an important access for fire protection to this portion of the Cleveland National Forest and for emergency services to the residents of the Reservation. Given its present deficient condition, in the event that the existing bridge collapses, the inability to cross the creek at this location could result in inadequate emergency and residential access. Absent the existing bridge, the shortest bypass detour to the Mesa Grande Indian Reservation is approximately 23-miles in length. This would cause longer time for emergency crews from Ramona to respond to emergencies in this portion of the Forest and the surrounding community.

Maintenance Problems

The existing bridge has numerous cracks, is experiencing spalling, and has exposed rebar, all of which are leading to the continued disrepair of the bridge and its structural deficiencies issues.

Legislation

On March 29, 1994, The Board of Supervisors of the County of San Diego passed the "Resolution of Need for the Black Canyon Road Bridge at Santa Ysabel Creek" which resolved and ordered that the Board of Supervisors found the Black Canyon Road Bridge is a critically needed Bridge for emergency access as is in need of replacement. This resolution was required by the joint City-County-State Steering Committee Resolution G-87 that a Local Agency adopt a Resolution of Need in order to receive funds for bridges with average daily traffic of less than 200.

The current project description is a result of two prior scoping efforts to gather input from interested parties. A scoping letter was sent out to interested parties by the US Forest Service on October 15, 1996. Five comments were received. Four of the comments encouraged the preservation of the existing bridge as a cultural resource. One comment letter was received from the Mesa Grande Band of Mission Indians concerned about the alignment of the bridge and the resulting sharp left turn that would be required by residents of the Tribe heading south on the bridge to turn onto Black Canyon Road. All the comments were taken into consideration when the final design of the bridge was determined. The proposed project will preserve the existing bridge for pedestrian and equestrian use and the alignment of the new bridge does not require a sharp left turn onto Black Canyon Road.

A second scoping letter was sent by the County of San Diego on September 8, 2005. As a result of the second scoping letter, the County received one response from the Santa Ysabel Tribe. A member of the Tribe inquired about plants used for basketweaving and medicinal purposes thought to be located within the project impact area. The entire PIA plus a 100-foot buffer were surveyed on October 27, 2005, November 17, 2005 and April 13, 2006. Basketweaving plants such as laurel sumac (*Malosma laurina*), and deer grass (*Muhlenbergia rigens*), or medicinal plants wild celery and wild onion were not detected. One patch of basket rush (*Juncus textiles*) was located east of the existing bridge and five individuals of Mexican rush (*Juncus mexicanus*) located west of the PIA were detected. The plants are adjacent to, but not within the PIA. To avoid impacts to the species, they will be fenced off and labeled as Environmentally Sensitive Areas. All comments received from the two scoping letters have been addressed.

The proposed project description is the result of coordination among Local, State and Federal Agencies. The Black Canyon Road Bridge Project Development Team (PDT) is comprised of:

- County of San Diego
- California Department of Transportation (Caltrans)

- U.S. Forest Service (USFS)
- California Department of Fish and Game (CDFG)
- U.S. Fish and Wildlife Service (USFWS)

The proposed bridge alignment is located between 8.5 and 17 meters (28 and 55 feet) west (downstream) of the existing bridge where the canyon narrows. This was deemed the best location since it would present the shortest span, resulting in the shortest construction duration, least impacts to environmentally sensitive habitat, and reduced project cost, as supported by the Section 4(f) Report completed for this project.
The proposed super-elevated bridge on a curved alignment will provide improved geometrics and traffic flow on Black Canyon Road. The curved roadway alignment when super-elevated would satisfy American Association of State Highway and Transportation Officials (AASHTO) design standards. In addition, the super-elevated roadway reduces the fill slopes on the inside of the curve and reduces the cut slopes on the outside of the curves, thereby reducing the area of disturbance.

The proposed two-lane bridge would be 53.3 meters (175 feet) long and 8.5 meters (28 feet) wide bridge deck (26 feet clear width not including barrier rails). Approach road improvements at either end of the bridge extend approximately 89 meters (292 feet) on the southwest and 73 meters (243 feet) on the northwest end of the bridge. The bridge would be supported by abutments at each end and a single 1.7-meter (5.5-foot) diameter, octagonal, reinforced concrete column pier. The abutments and wingwalls would be constructed over cast-in-drilled-hole (CIDH) piles anchored into bedrock and the pier column would be constructed over a 6.7-meter (22-foot) square reinforced-concrete footing installed on bedrock within the canyon. The existing bridge would serve as the detour road for motorists during the 12-month construction duration. Post-construction, all traffic would be directed onto the new bridge just downstream of the existing bridge. The new bridge and approach roadway would meet AASHTO Guidelines for Geometric Design of Very Low Volume Local Roads.

The Project Impact Area (PIA) (0.65 hectare [1.6 acres]) at the bridge site constitutes the extent of temporary and permanent impacts that will result from construction of the proposed bridge, including cosmetic restoration of the existing bridge. Two temporary access roads within the PIA would be required during construction to facilitate equipment movement into the bottom of the canyon from the existing roads. The temporary dirt access roads would consist mostly of cut, a small amount of compatible imported material would be required to construct the temporary access roads. At the end of construction, both temporary access roads would be removed and the underlying areas would be restored. All other areas within the PIA and outside the bridge footprint would be considered temporary impacts and would be hydroseeded, replanted, and returned to their pre-construction vegetation communities at the end of construction. Bats would be precluded from entering the existing bridge before construction, to avoid potential impacts to roost sites.

As a result of coordination, among the Project Development Team (PDT) overnight construction equipment staging shall occur at two offsite staging areas, one area designated the "switchback" area is approximately 244 meters [800 feet] north of the

existing bridge at a cleared area contiguous to the road. The second area is an existing City of San Diego cleared staging area (approximately 1.2 kilometers [¾ mile] southeast of the existing bridge. The "switchback" location consists of a 261.45 square meter (2,905 square foot) section of widened shoulder on the west side of Black Canyon Road adjacent to and north of where the campground access road intersects Black Canyon Road. The Contractor will be allowed to use the area provided type-k rail or other barrier device is used to separate the staging area from public traffic, while providing a minimum 4.87-meter (16 foot) wide travel way for through traffic on Black Canyon Road and continuous unobstructed access to and from the campground at all times. The second proposed staging area on City of San Diego land consists of an existing USFS staging area located approximately 4.64 kilometers (2.9 miles) north of SR-78 on the west (left) side of Sutherland Dam Road. The site is located in the northwest corner of Section 20, Township 12S, Range 2E. The site consists of a flat graded lot, approximately 2,125 square meters (22,870 SF), used by the USFS and City of San Diego for construction staging. Both proposed staging areas are already disturbed and void of all vegetation.

The proposed improvements include a storm drain system to capture storm water and minimize potential erosion. The storm drain system consists of concrete lined brown ditches, two inlet structures, culvert pipes, and a rock energy dissipater. Brow ditches are proposed along the southerly side of both Black Canyon Road and Sutherland Dam Road on the southerly approach to the bridge and along the northerly side of Black Canyon Road on the northerly approach to the bridge. The ditches are designed to capture water flowing off the hillsides. On the southerly approach the water is directed to an inlet structure located on the south side of the roadway at station 415+77.06. The water is then carried through a 9.8 meter (32 feet) long 61 centimeter (24-inch) wide pipe under the roadway to an inlet structure on the north side of the road and then through a 24.4 meter (80 foot) long pipe to the river bottom where the water will discharge onto bedrock. On the northerly approach, the water flows in the brow ditch to a rock energy dissipater located at 417+70. Both lengths of brow ditch will include approximately 12.2 meter (40 foot) long segments of subsurface pipe to accommodate traffic over the ditches (for vehicle access to City of San Diego waterline easement roads on the south side and pedestrian/equestrian/bicycle access to the existing historic bridge on the north side). An existing storm drain pipe on the southerly approach will be removed and replaced by the new storm drain system.

The project would include approximately 1,162 cubic meters (CM) (1,520 cubic yards [CY]) of imported borrow necessary to construct temporary working platforms for construction of the bridge. The imported borrow will be placed in the vicinity of the abutments and will be removed at the end of the project. Onsite fill derived from the cut areas will be used to the maximum extent practicable for the temporary embankment fill. A total of 41.3 CM (54 CY) of structural concrete would be placed within the river bottom as a 6.7-meter (22-foot) square by 0.9-meter (3-foot) deep footing to support the single 1.7-meter (5.5-foot) diameter octagonal reinforced concrete column pier.

A total of 13 CM (17 CY) of riprap (1/4 ton and Backing No. 2 rock) would be placed on the northeasterly slope to serve as an energy dissipater at the end of a brow ditch. The

combined system serves as permanent storm water pollution prevention best management practice (BMP) and will reduce site erosion.

Below are the approximate quantities required for construction of the Black Canyon Road Bridge based on the 2005 PIA.

PIA = 1.6 Acres (Does not include offsite staging areas)

Roadway Cut = 1,840 CY

Roadway Fill = 3,360 CY

Imported Borrow =1,520 CY

Structure Excavation (Bridge) = 120 CY

Structure Excavation (Type D) = 20 CY

Structure Excavation (Rock) = 20 CY

Structure Backfill (Bridge) = 110 CY

Structural Concrete (Bridge Footing) = 54 CY

RSP - ¼ Ton = 15 CY

RSP - Backing No.2 = 2CY

The existing bridge structure has been recommended for preservation, as it is eligible for listing in the National Register. The measures incorporated into the design and construction of the proposed action includes the following:

1. The proposed bridge would have design details (such as the railings) that would mimic, to some extent, the historic bridge.

2. A more stringent load limitation would be instituted on the existing bridge than the current posted limit.

3. Site inspection would be performed to ensure construction compliance with the load limit.

4. Physical barriers would be placed at either entrance of the historic bridge to prevent motorized vehicular use. Pedestrians would be able to stop and examine the historic bridge.

Falsework must be constructed within the temporary impact areas to facilitate construction of the new bridge. Scaffolding must be constructed under the existing bridge to provide access to repair the existing bridge. All falsework and scaffolding will be removed upon completion of the project, leaving the 1.7 m (5.5 ft) diameter concrete pier and 6.7 meter (22 foot) square footing as the only permanent structures in the bottom of the creek.

Stormwater runoff shall be captured by concrete drainage ditches and directed to locations to minimize erosion potential. On the south side, water will be captured in brow ditches and carried via corrugated steel pipe (CSP) storm drain pipes to a discharge point over bedrock to prevent erosion at the culvert outlet. A 0.61 meter (24 inch) diameter culvert will be constructed on the south side of the proposed new bridge. The pipe will be 9.45 linear meters (31 linear feet) under the road and 21.03 linear meters (69 linear feet) from the north side of the road down to the creek. The southside culvert will be installed under the roadway and then will extend down the embankment slope under the new bridge to a point over solid rock. On the north side, stormwater will be captured in a brow ditch and carried to a discharge point consisting of a riprap energy dissipater over filter fabric that will reduce the velocity of the stormwater flow, thus minimizing slope erosion and the amount of sediment entering the creek. Concrete brow ditch type B per RSD D-75 will be constructed as shown on the plans. Lined ditches will be built on the high side of the roadway to prevent stormwater from sheeting over Black Canyon Road thus eliminating a potentially hazardous condition for motorists. There will be no permanent loss of primary constituent elements (PCEs) for the arroyo toad associated with these features. Furthermore, the stormwater discharge will not have an adverse effect on the formerly designated critical habitat for the arroyo toad.

The project will include a Water Pollution Control Plan (WPCP) that will contain temporary and permanent Best Management Practices (BMPs). Temporary BMPs will involve the use of silt fences, fiber rolls, and gravel bags. Permanent BMPs will include measures such as a riprap energy dissipater at the discharge end of the lined ditch that will reduce flow velocity before entering the drainage. Since the existing road is not paved, the proposed improvements will reduce the current sediment flow into the creek.

Anticipated equipment to be used in the creek bed includes a track excavator, rubber tired loader equipment to drill holes in the bedrock for pier footing dowels, and laborers using jack hammers and hand tools. A crane may be used to lower tools and supplies to the construction area from up above. All staging areas will be located within or adjacent to existing disturbed habitat and will be included in the temporary impact calculations.

The existing historic Black Canyon Road Bridge will undergo rehabilitation and serve as the detour during construction of the new bridge. The repair and restoration work will entail chipping, removing, and/or cleaning cracked spalling concrete around corroded reinforcement by hand, applying epoxy mortar concrete patching material, and finishing the concrete surfaces. These activities may require the use of scaffolding placed in the creek and may necessitate clearing and grubbing to expose the bridge elements (e.g., the deck, spandrel piers, arches, abutments and footings) or provide an area for construction. The project impact area includes the areas required for cosmetic restoration of the existing bridge. To prevent debris from entering the creek bed, the area under the existing bridge will be lined with a drop cloth or plastic sheeting and delimited with sand bags, fiber rolls, or silt fences. Contractors will maintain a clean work environment and remove any debris on a daily basis. The repair work on the existing bridge is expected to take approximately 30 working days, and will occur within the 12 month construction duration.

The project will result in both permanent and temporary impacts. Areas considered permanently effected include those within the road/bridge alignment, which may not be disturbed and will not contain permanent structures, but are considered impacted due to shading from the new bridge. However, due to the height of the proposed bridge, relative to the original ground, no area under the bridge will be subjected to total darkness. All areas under the new bridge will experience some sunlight. Temporary impacts, resulting from construction, include all areas from the edge of the road/bridge alignment to the edge of the project area, including those located under and adjacent to the existing bridge. These areas may be disturbed during construction but will not contain new permanent structures and will be returned to their pre-construction condition through revegetation.

Project construction will be conducted in five (5) phases for 12 consecutive months. Site preparation measures, each of the five (5) construction phases listed above, and post-construction activities are described in further detail below.

Site Preparation

Vegetation clearing will occur after August 31 and before February 15 in order to avoid potential impacts to nesting raptors and migratory birds. In addition, pre-construction surveys for the least Bell's vireo, southwestern willow flycatcher, coastal California gnatcatcher, and the arroyo toad will be conducted. If any of these species are determined to occur within or adjacent to the PIA, formal section 7 consultation with the USFWS shall be initiated.

Phase 1

The first phase of construction will take approximately one month and will consist of the following activities:

- Installation of exclusionary silt fencing around the perimeter of the PIA and installation of the wildlife crossing;
- Completion of arroyo toad clearance surveys;
- Installation of stormwater BMPs;
- Removal of existing CSP storm drain under the roadway;
- Cutting of existing slopes and construction of new embankment slopes;
- Installation of temporary access roads and work platforms; and
- Installation of new culvert pipes and CSP inlet.

The stream channel shall remain open during phase 1. Upland areas will be fenced during the breeding season and shall be installed with "removal" areas to allow construction equipment and personnel to drive or walk over the silt fencing in order to access active construction areas. All upland areas within the PIA shall be closed off during periods of inactivity in these areas.

Phase 2

The second phase of construction will take approximately four months and will consist of the following activities:

- Core holes in bedrock for pier footing;
- Drill and construct CIDH piles for abutments and wingwalls;
- Form pier footing, place rebar and install column cage;
- Form abutments and wingwalls and place rebar;
- Place pier footing concrete;
- Place abutment and wingwall concrete;
- Grade falsework pads and construct falsework.

Phase 3

The third phase of construction will take approximately four months and will consist of the following activities:

- Placement of deck concrete and RSP energy dissipators; and
- Removal of falsework and temporary access roads.

The wildlife corridor will be closed during the day and open during the night for 1-2 days during removal of falsework and temporary access roads.

Phase 4

The fourth phase of construction will take approximately 1.5 months and will consist of the following activities:

- Construction of roadway edges and shoulder;
- Installation of culvert pipes;
- Removal of exclusionary silt fencing; and
- Hydroseeding of slopes and temporary impact areas.

In addition, construction will be routed to the inside lane of the new bridge.

Phase 5

The fifth and final phase of construction will take approximately 1.5 months. All work will occur outside of the streambed and will be limited to:

- Finish roadwork and approach roads; and
- Clean up construction area and exit.

The proposed project described above is the result of consideration of several design options studied by the multi-disciplinary project development team (PDT), tasked with developing the Black Canyon Road Bridge project. Input from interested parties gathered through scoping letters was also taken into consideration. Six alternatives

were considered for this project (including the proposed project and the no build alternative).

The no build alternative was rejected as it would not construct a new bridge over Santa Ysabel Creek and the existing bridge would remain in place, without rehabilitation for use by vehicular, equestrian and pedestrian traffic. This alternative would result in continued vehicular use of a structurally deficient bridge. Should the bridge collapse or be condemned from further use, the shortest bypass detour road for the surrounding community of Mesa Grande and this portion of the Cleveland National Forest is approximately 30 miles in length which would expend considerable time and resources for those in need of access. Emergency response time would be considerably longer as well, resulting in potentially unsafe conditions in the event of an emergency.

The four other alternatives considered but rejected are discussed in following sections. Two of the alternatives which would have had greater impacts to biological resources than the proposed project are discussed in the Biological Resources section. The remaining two alternatives considered but rejected would have had significant impacts to the historic bridge and are discussed further in the Cultural Resources Section.

Due to greater impacts to biological and cultural resources as well as increased engineering and construction costs, the location of the bridge as described in the proposed project (between 28 and 55 feet downstream [west]) of the existing bridge, was determined to be the most reasonable and feasible location. The type of bridge structure proposed (super-elevated, concrete box girder bridge) was selected above other types of bridges for the following reasons:

- The most suitable bridge structure type to span the 175 feet over the canyon is a box girder type bridge, which has a superior torsional capability.
- The box girder superstructure can be designed with required super-elevation to satisfy the AASHTO highway geometrics, and requires only one center pier thereby reducing the environmental impacts within the streambed.
- A new super-elevated bridge on a curved alignment provides a better connection to the existing approach roads, improve smooth flow of traffic on Black Canyon Road and decrease environmental impacts to sensitive habitat.
- A curved alignment also eliminates the need for a T-type intersection at the approach roads at both ends of the bridge, resulting in less air pollution.

9. Surrounding land uses and setting:

The Black Canyon Road Bridge project is located in the Cleveland National Forest within the unincorporated central portion of San Diego County. The site is within the southern reaches of the County's North Mountain Community Planning Area, approximately six miles north-northeast of the town center of the unincorporated community of Ramona, and approximately 0.75 mile northwest of the Sutherland Reservoir. The project would be implemented in the vicinity of the existing Black Canyon Road Bridge, which is located at the Black Canyon Road crossing of Santa Ysabel Creek. Black Canyon Road is an unpaved road feature maintained by the

County that traverses the Cleveland National Forest. The on-site road is part of an unpaved road circulation system that provides motorist and emergency services access to the Sutherland Reservoir, recreational areas, and the Mesa Grande Indian Reservation.

The site is visually characterized by variably sloping land covered in native habitat, unpaved roads, and an existing concrete bridge structure. The bridge spans a small, steep canyon that that runs east to west and contains the Santa Ysabel Creek. The site's visual setting is representative of the natural landscape and topography common to many undeveloped areas of the County, including much of the Cleveland National Forest. Other than the existing bridge, there are no unique features on the site. While not a natural feature, the existing bridge has been a part of the site's visual setting and character since its construction in 1913 and is a historic resource.

The proposed action is located in a rural area of very little man-made development. The Black Canyon Road Bridge is located in an open rural setting. The unincorporated town of Ramona is located approximately 6 miles southwest of the bridge.

The Mesa Grande Indian Reservation is located approximately 1.8 kilometers (1.1 miles) northeast of the bridge. There are more than 500 members of the Mesa Grande Band, though not all live on the reservation. The reservation is located on 372 hectares (920 acres) of land that is generally in a natural state. The tribal members live in a variety of frame, rock, adobe, and mobile homes on the reservation and some keep livestock. Throughout the year, most regularly commute to nearby towns (Kumeyaay Nation 2005).

There are additional individual single-family homes sparsely located throughout the area. The proposed action site is located within the Cleveland National Forest and near Lake Sutherland, both of which provide recreational opportunities. The nearest area of substantial development is located approximately 10 kilometers (6 miles) to the southwest in the community of Ramona.

10. Other public agencies whose approval is required (e.g., permits, financing approval, or participation agreement):

Permit Type/Action	**Agency**
401 Permit - Water Quality Certification	Regional Water Quality Control Board (RWQCB)
404 Permit – Dredge and Fill	US Army Corps of Engineers (ACOE)
1602 – Streambed Alteration Agreement	CA Department of Fish and Game (CDFG)
NEPA approval (anticipated CE)	Federal Highway Administration (FHWA)
Coordination	US Fish and Wildlife Services (USFWS)
Coordination and Easement under the National Federal Roads and Trails Act of October 13, 1964	US Forest Service (USFS)

ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED: The environmental factors checked below would be potentially affected by this project, involving at least one impact that is a "Potentially Significant Impact" as indicated by the checklist on the following pages.

☑ Aesthetics	☐ Agriculture Resources	☐ Air Quality
☑ Biological Resources	☑ Cultural Resources	☐ Geology & Soils
☐ Hazards & Haz. Materials	☐ Hydrology & Water Quality	☐ Land Use & Planning
☐ Mineral Resources	☐ Noise	☐ Population & Housing
☐ Public Services	☐ Recreation	☐ Transportation/Traffic
☐ Utilities & Service Systems	☐ Mandatory Findings of Significance	

DETERMINATION:
On the basis of this initial evaluation:

☐ On the basis of this Initial Study, the Department of Public Works finds that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.

☑ On the basis of this Initial Study, the Department of Public Works finds that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.

☐ On the basis of this Initial Study, the Department of Public Works finds that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.

Signature	Date
WENDY S. ORTH	ENVIRONMENTAL PLANNER
Printed Name	Title

INSTRUCTIONS ON EVALUATION OF ENVIRONMENTAL IMPACTS

1. A brief explanation is required for all answers except “No Impact” answers that are adequately supported by the information sources a lead agency cites in the parentheses following each question. A “No Impact” answer is adequately supported if the referenced information sources show that the impact simply does not apply to projects like the one involved (e.g., the project falls outside a fault rupture zone). A “No Impact” answer should be explained where it is based on project-specific factors as well as general standards (e.g., the project will not expose sensitive receptors to pollutants, based on a project-specific screening analysis).

2. All answers must take account of the whole action involved, including off-site as well as on-site, cumulative as well as project-level, indirect as well as direct, and construction as well as operational impacts.

3. Once the lead agency has determined that a particular physical impact may occur, then the checklist answers must indicate whether the impact is potentially significant, less than significant with mitigation, or less than significant. “Potentially Significant Impact” is appropriate if there is substantial evidence that an effect may be significant. If there are one or more “Potentially Significant Impact” entries when the determination is made, an EIR is required.

4. “Less Than Significant With Mitigation Incorporated” applies where the incorporation of mitigation measures has reduced an effect from “Potentially Significant Impact” to a “Less Than Significant Impact.” The lead agency must describe the mitigation measures, and briefly explain how they reduce the effect to a less than significant level.

5. Earlier analyses may be used where, pursuant to the tiering, program EIR, or other CEQA process, an effect has been adequately analyzed in an earlier EIR or negative declaration. Section 15063(c)(3)(D). In this case, a brief discussion should identify the following:
    a) Earlier Analysis Used. Identify and state where they are available for review.
    b) Impacts Adequately Addressed. Identify which effects from the above checklist were within the scope of and adequately analyzed in an earlier document pursuant to applicable legal standards, and state whether such effects were addressed by mitigation measures based on the earlier analysis.
    c) Mitigation Measures. For effects that are “Less than Significant with Mitigation Incorporated,” describe the mitigation measures that were incorporated or refined from the earlier document and the extent to which they address site-specific conditions for the project.

6. Lead agencies are encouraged to incorporate into the checklist references to information sources for potential impacts (e.g., general plans, zoning ordinances). Reference to a previously prepared or outside document should, where appropriate, include a reference to the page or pages where the statement is substantiated.

7. The explanation of each issue should identify:
    a) The significance criteria or threshold, if any, used to evaluate each question; and
    b) The mitigation measure identified, if any, to reduce the impact to less than significance

I. AESTHETICS -- Would the project:

a) Have a substantial adverse effect on a scenic vista?

☐ Potentially Significant Impact	☐ Less than Significant Impact
☑ Potentially Significant Unless Mitigation Incorporated	☐ No Impact

Discussion/Explanation:

Potentially Significant Unless Mitigation Incorporated:

Scenic vistas are singular vantage points that offer unobstructed views of valued viewsheds, including areas designated as official scenic vistas along major highways. Based on the Visual Impact Assessment (Estrada 2006) the proposed project is located near or within the viewshed of a scenic vista. The viewshed and visible components of the landscape within that viewshed, including the underlying landform and overlaying landcover, establish the visual environment for the scenic vista. The visual environment of the subject scenic vista includes a composite viewshed that is a continuous sequence of viewpoints from which the existing Black Canyon Road Bridge can be seen when traveling along the road surrounding the project site. The surrounding mountains and slopes west of the project site define these areas. The visual composition consists of regional landscape that is predominately untouched, natural, Southern California habitat and canyon formations. The visual composition includes some human influences, such as roads and road signs. Sizeable rust colored granite boulders spot the sage-covered mountainsides, while smoother gray granite outcrops line the Santa Ysabel Creek.

The proposed project is construction a new cast-in-place post-tensioned pre-stressed concrete box girder bridge to replace the existing structurally deficient bridge and cosmetic rehabilitation of the existing bridge. The below avoidance, minimization and mitigation measures developed in coordination with federal requirement and guidelines have been integrated into the project design and will mitigate impacts to below a level of significance.

The County prepared a Finding of Adverse Effect Report (FAER) in March 1997 to address Federal Highway Administration (FHWA) requirements to minimize impacts of the proposed placement of a modern structure in the setting of the historic bridge. The County prepared a Visual Impact Assessment (Estrada 2006) that reflects the findings of the Section 4(f) and FAER. These reports delineated avoidance, minimization and mitigation measures to offset impacts for construction of the proposed bridge. These mitigation measures include using grey concrete to blend in with granite rocks within the surrounding setting, minimizing the guard rails and bridge railing to allow for open views of the setting, revegetation of the slopes and creekbed to offset construction impacts to trees and vegetation.

In addition to the FAER and the Visual Impact Assessment, the County prepared a Historic American Engineering Record (HAER) documentation in September 1999.

The documentation contains reduced original engineering drawings, 19 8x10 photographs of the bridge from various view points, and historical and architectural information about the bridge and surrounding area. The documentation has been prepared in accordance with the Secretary of the Interior's standards and Guidelines for Archaeology and Historic Preservation and is archived at the Library of Congress for study by architects, engineers, scholars, and others who may express an interest in the historic architecture associated with early transportation systems.

The County fulfilled environmental documentation requirements per consultation with the USFS and FHWA on this project for the impacts to the existing historic resource. Although an effect would occur with the placement of the new structure in the present environment, avoidance, minimization and mitigation measures are integrated into the revised project design and description that will offset those impacts. The impact of the proposed project is not significant and proposed mitigation minimizes and mitigates the effect of the proposed bridge within the historic setting.

The project will not result in cumulative impacts on a scenic vista because the entire existing scenic vista and a list of past, present and future projects, including Forest Service activities, within the scenic vista were considered and evaluated by the County. No other projects are anticipated in the immediate area as it is within the Cleveland National Forest, other than routine land management activities carried out by the Forest Service. Also, no other known projects are being proposed within a 2 mile radius. Therefore, the project will not result in any adverse project or cumulative level effect on the scenic vista in the surrounding area.

b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?

☐ Potentially Significant Impact	☐ Less than Significant Impact
☐ Potentially Significant Unless Mitigation Incorporated	☑ No Impact

Discussion/Explanation:

No Impact: This project is located within Cleveland National Forest land, and is not located near or visible within the same composite viewshed as a State scenic highway. Therefore, the proposed project will not have an adverse effect on a scenic resource within a State scenic highway.

c) Substantially degrade the existing visual character or quality of the site and its surroundings?

☐ Potentially Significant Impact	☐ Less than Significant Impact
☑ Potentially Significant Unless Mitigation Incorporated	☐ No Impact

Discussion/Explanation:

Potentially Significant Unless Mitigation Incorporated: Visual character is the objective composition of the visible landscape within a viewshed. Visual character is based on the organization of the pattern elements line, form, color, and texture. Visual character is commonly discussed in terms of dominance, scale, diversity and continuity. Visual quality is the viewer's perception of the visual environment and varies based on exposure, sensitivity and expectation of the viewers. The existing visual character of the regional landscape setting is rural San Diego County in the low range of the Palomar/Laguna Mountains of Cleveland National Forest.

A draft Visual Impact Assessment was completed by Estrada Land Planning in 2006. This section discusses the findings, conclusion and mitigation outlined in the report. The site consists of natural vegetation including riparian woodland in the valley bottom and a mix of coastal sage chaparral and oak woodland on the slopes. Larger granite boulders and exposed granite outcrops especially in the creek bottom are a visually distinctive feature. A landscape unit is a portion of the regional landscape and can be thought of as an outdoor room that exhibits a distinct visual character. A landscape unit will often correspond to a place or district that is commonly known among local viewers.

The project site is contained within one landscape unit defined by the slopes and mountaintops of Black Canyon. Black Canyon can be described as a series of chaparral and coastal sage shrub covered hills and ridges with protruding rounded granite outcroppings and boulders. The coast live oak and chaparral communities cover the north and east side of the mountains. Common plants in this chaparral community include: lemonade berry, coffee berry, chamise, manzanita, laurel sumac, toyon and California lilac. On the south facing slopes the coastal sage community, which is not as dense, consists of white and black sage, California sagebrush, California buckwheat and California sunflower. Other plant communities within the landscape unit include native and nonnative grasslands.

The existing visual character of the regional landscape within which the proposed project will be located can be described as predominantly untouched, natural Southern California habitat and canyon formations. Aside from some minor human impacts, the canyon is remote in character. The complex and varying slopes covered in thick chaparral provide topographical variety and views. Sizeable rust colored granite boulders spot the sage covered mountainsides, while smoother gray granite outcrops line the Santa Ysabel Creek bed.

Each of the key views used to evaluate the visual quality has been assessed for visual quality in both the existing condition, and following the completion of the proposed project based on the criteria and evaluation methods described below. The evaluations of the proposed project and the key views represent the estimated mitigated appearance five years following completion of the project.

To summarize the conclusions from the Visual Impact Assessment, the proposed project has an impact on the visual resource of Black Canyon in two ways: first, by decreasing the intactness as a result of the addition of manmade structures in a

relatively pristine environment and, second, by blocking existing views of the existing historic bridge and Santa Ysabel Creek. The first type of impact is illustrated by the distant views (Key Views 1 and 2) while the second impact is illustrated by the closer views (Key Views 3 and 4). These two impacts will be minimized through the following measures: designing the new bridge to include elements such as a thin side profile and tapered and recessed longitudinal support beams, using grey concrete for the new bridge structure to blend with granite rocks within the surrounding setting, using open tubular steel railing (grey in color) which relate to and provide open views to the existing bridge, aesthetically placing boulders to partially screen the foundations of the bridge abutments where possible, and revegetating the slopes and creekbed,

The project will not result in cumulative impacts on visual character or quality because the entire existing viewshed and a list of past, present and future projects, including Forest Service activities, within that viewshed were considered and evaluated by the County. No other projects are anticipated in the immediate area as it is within the Cleveland National Forest, other than routine land management activities carried out by the Forest Service. Also, no other known projects are being proposed within a 2 mile radius. Therefore, the project will not result in any adverse project or cumulative level effect on visual character or quality on-site or in the surrounding area.

d) Create a new source of substantial light or glare, which would adversely affect day or nighttime views in the area?

☐ Potentially Significant Impact	☐ Less than Significant Impact
☐ Potentially Significant Unless Mitigation Incorporated	☑ No Impact

Discussion/Explanation:

No Impact: The project does not propose any use of outdoor lighting or building materials with highly reflective properties such as highly reflective glass or high-gloss surface colors. Therefore, the project will not create any new sources of light pollution that could contribute to skyglow, light trespass or glare and adversely affect day or nighttime views in area.

II. AGRICULTURE RESOURCES -- In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Department of Conservation as an optional model to use in assessing impacts on agriculture and farmland. Would the project:

a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?

☐ Potentially Significant Impact
☐ Potentially Significant Unless Mitigation Incorporated
☐ Less than Significant Impact
☑ No Impact

Discussion/Explanation:

No Impact: The project site and surrounding area are within the Cleveland National Forest. The National Forest lands do not contain any lands designated as Prime Farmland, Unique Farmland, or Farmland of Statewide Importance as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency. Therefore, no Prime Farmland, Unique Farmland, or Farmland of Statewide will be converted to a non-agricultural use.

b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?

☐ Potentially Significant Impact
☐ Potentially Significant Unless Mitigation Incorporated
☐ Less than Significant Impact
☑ No Impact

Discussion/Explanation:

No Impact: The project site is not considered to be an agricultural zone. Additionally, the project site's land is not under a Williamson Act Contract. Therefore, the project does not conflict with existing zoning for agricultural use, or a Williamson Act Contract.

c) Involve other changes in the existing environment, which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use?

☐ Potentially Significant Impact
☐ Potentially Significant Unless Mitigation Incorporated
☐ Less than Significant Impact
☑ No Impact

Discussion/Explanation:

No Impact: The project site and surrounding area are within the Cleveland National Forest. The National Forest lands do not contain any lands designated as Prime Farmland, Unique Farmland, or Farmland of Statewide Importance as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency. Therefore, no Prime Farmland, Unique Farmland, or Farmland of Statewide will be converted to a non-agricultural use.

III. AIR QUALITY -- Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations. Would the project:

a) Conflict with or obstruct implementation of the San Diego Regional Air Quality Strategy (RAQS) or applicable portions of the State Implementation Plan (SIP)?

☐ Potentially Significant Impact
☐ Potentially Significant Unless Mitigation Incorporated
☐ Less than Significant Impact
☑ No Impact

Discussion/Explanation:

No Impact: This project is for the replacement of a structurally deficient bridge crossing without an increase in traffic capacity or use. Operation of the project will not result in emissions of significant quantities of criteria pollutants listed in the California Ambient Air Quality Standards or toxic air contaminants as identified by the California Air Resources Board. Therefore, the project will not conflict or obstruct with the implementation of the RAQS nor the SIP on a project or cumulative level.

b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?

☐ Potentially Significant Impact
☐ Potentially Significant Unless Mitigation Incorporated
☐ Less than Significant Impact
☑ No Impact

No Impact: Since this project is a bridge replacement project that will not increase capacity, no additional vehicle trips will be generated from the project. As such, the project will not violate any air quality standard or contribute substantially to an existing or projected air quality violation.

c) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?

☐ Potentially Significant Impact
☐ Potentially Significant Unless Mitigation Incorporated
☐ Less than Significant Impact
☑ No Impact

Discussion/Explanation:

San Diego County is presently in non-attainment for the 1-hour concentrations under the California Ambient Air Quality Standard (CAAQS) for Ozone (O_3). San Diego

County is also presently in non-attainment for the annual geometric mean and for the 24-hour concentrations of Particulate Matter less than or equal to 10 microns (PM_{10}) under the CAAQS. O_3 is formed when volatile organic compounds (VOCs) and nitrogen oxides (NO_x) react in the presence of sunlight. VOC sources include any source that burns fuels (e.g., gasoline, natural gas, wood, oil); solvents; petroleum processing and storage; and pesticides. Sources of PM_{10} in both urban and rural areas include: motor vehicles, wood burning stoves and fireplaces, dust from construction, landfills, agriculture, wildfires, brush/waste burning, and industrial sources of windblown dust from open lands.

No Impact: The project does not propose any operation that has the potential to emit any criteria air pollutants. No increase in vehicular trips is anticipated as a result of the project. Further, there are no substantial grading operations associated with the construction of the project. Limited construction activities and the presence of construction equipment may emit some criteria pollutants but this source of pollutants is considered de minimus. As such, the project will not result in the in a cumulatively considerable net increase of PM_{10}, or any O_3 precursors.

d) Expose sensitive receptors to substantial pollutant concentrations?

☐ Potentially Significant Impact
☐ Potentially Significant Unless Mitigation Incorporated
☐ Less than Significant Impact
☑ No Impact

Discussion/Explanation:

Air quality regulators typically define sensitive receptors as schools (Preschool-12th Grade), hospitals, resident care facilities, or day-care centers, or other facilities that may house individuals with health conditions that would be adversely impacted by changes in air quality.

No Impact: This bridge replacement project is located within Cleveland National Forest Land. The nearest development is 1.1 miles northeast of the bridge at the Mesa Grande Indian Reservation. Therefore, sensitive receptors have not been identified within a quarter-mile (the radius determined by the SCAQMD in which the dilution of pollutants is typically significant) of the proposed project. Furthermore, no emissions of air pollutants are associated with the project. As such, the project will not expose sensitive populations to excessive levels of air pollutants.

e) Create objectionable odors affecting a substantial number of people?

☐ Potentially Significant Impact
☐ Potentially Significant Unless Mitigation Incorporated
☐ Less than Significant Impact
☑ No Impact

Discussion/Explanation:

No Impact: No potential sources of objectionable odors have been identified in association with the proposed project. As such, no impact from odors is anticipated.

IV. BIOLOGICAL RESOURCES –

Would the project:

a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?

☐ Potentially Significant Impact	☐ Less than Significant Impact
☑ Potentially Significant Unless Mitigation Incorporated	☐ No Impact

Discussion/Explanation:

Potentially Significant Unless Mitigation Incorporated: The project proposes construction of a new reinforced concrete bridge to replace the existing Black Canyon Road Bridge across Santa Ysabel Creek. Construction is proposed to correct identified structural deficiencies of the existing bridge. The existing bridge, built in 1913, will remain in place for use by pedestrians and equestrians, at a distance of between 26 and 41 feet east of the new bridge. The proposed project footprint is the minimum area required to carry out the purpose of the bridge construction project, including cosmetic rehabilitation of the existing historic bridge. Permanent impacts to the construction site were avoided and minimized greatly with input from the jurisdictional resource agencies. The project would have permanent and temporary impacts to the following habitats:

Coastal Sage Scrub

Coastal sage scrub occurs upland of the Santa Ysabel Creek (north of the creek). The habitat is dominated by California sage brush (*Artemisia californica*) with flat-topped buckwheat (*Eriogonum fasciculatum*) the subdominant species. Other species observed include golden yarrow (*Eriophyllum confertiflorum*), monkey-flower (*Mimulus aurantiacus*), and deer weed (*Lotus scoparius*).

Freshwater Marsh

A small patch of freshwater marsh, consisting of cattails (*Typha* sp.) and spike-sedge (*Eleocharis montevidensis*), is located just west of the existing bridge.

Coast Live Oak Woodland

Coast live oak woodland is present along the southern boundary of the PIA. This community has a closed canopy of oak trees with non-native grasses, honeysuckle

(*Lonicera subspicata*) and poison oak (*Toxicodendron radicans*) in the understory and interspaces.

Coast Live Oak Riparian Forest

Oak woodland grades into coast live oak riparian forest as one moves further downslope towards the creek. The overstory species are coast live oaks, arroyo willow (*Salix lasiolepis*), western cottonwood, and sycamores. Understory species include Douglas mugwort (*Artemisia douglasiana*) and mule fat (*Baccharis salisifolia*).

Unvegetated Channel

The portion of the Santa Ysabel Creek within the PIA is underlain with large rock outcrops and open sandy areas. Water was observed flowing within the Santa Ysabel Creek during some of the biological surveys, however, the creek is likely dry for most of the year. The areas classified as unvegetated channel consist of the rocky/sandy channel as well as any areas of open water.

These habitats are considered sensitive to the County and jurisdictional resource agencies. Impacts to these resources are potentially significant unless mitigation incorporated. All impacts to these habitats will be fully mitigated as follows:

Table 1
Project Impacts within PIA and Mitigation

Habitat	Permanent Impact Hectare (Acre)	Temporary Impact Hectare (Acre)	Mitigation Ratio	How Mitigation Accomplished
Freshwater marsh	0.004 (0.01)	0.0004 (0.001)	5:1 for permanent impacts and 1:1 for temporary impacts	Temporary impacts mitigated on-site through habitat restoration of 0.0004 hectare (0.001 acre). Permanent impacts mitigated through offsite creation & restoration/enhancement of 0.02 hectare (0.05 acre) of wetland habitat at the Betsworth Mitigation Site.
Unvegetated channel	0.013 (0.03)	0.045 (0.11)	5:1 for permanent impacts and 1:1 for temporary impacts	Temporary impacts mitigated on-site through restoration of 0.045 hectare (0.11 acre). Permanent impacts mitigated through offsite creation & restoration/enhancement of 0.065 hectare (0.15 acre) of wetland habitat at the Betsworth Mitigation Site.
Coast live oak riparian forest	0.073 (0.18)	0.085 (0.21)	5:1 for permanent impacts and 1:1 for temporary impacts	Temporary impacts mitigated on-site through restoration of 0.085 hectare (0.21 acre). Permanent impacts mitigated off-site through use of 0.17 hectare (0.42 acre) of southern riparian/oak woodland credits within the Boden Canyon Mitigation Bank and 0.19 hectare (0.48 acre) of offsite creation & restoration/enhancement of wetland habitat at the Betsworth Mitigation Site..
Coast live oak woodland	0.012 (0.03)	0.016 (0.04)	3:1 for permanent impacts and 1:1 for temporary impacts	Temporary impacts mitigated on-site through restoration of 0.016 hectare (0.04 acre). Permanent impacts mitigated off-site through creation & restoration/enhancement of 0.036 hectare (0.09 acre) of coast like oak woodland habitat at the Betsworth Mitigation Site.
Coastal sage scrub	0.105 (0.25)	0.122 (0.30)	2:1 for permanent impacts and 1:1 for	Temporary impacts mitigated on-site through restoration of 0.122 hectare (0.30 acre). Permanent impacts mitigated off-site through deduction of 0.210 hectare (0.50 acre) of coastal sage scrub

Habitat	Permanent Impact Hectare (Acre)	Temporary Impact Hectare (Acre)	Mitigation Ratio	How Mitigation Accomplished
			temporary impacts	credits from the County's Boden Canyon Mitigation Bank.
Developed	0.093 (0.24)	0.082 (0.20)	N/A	N/A
TOTAL	**0.300 (0.74)**	**0.350 (0.86)**		**On-site restoration of 0.350 hectare (0.86 acre) and deduction of 0.210 hectare (0.52 acre) of coastal sage scrub credits from the Boden Canyon Mitigation Bank, and off site creation & restoration/enhancement of 0.311 hectare (0.77 acre) of wetland and woodland habitats at the Betsworth Mitigation Site.**

Source: NES (Mooney * Jones & Stokes, 2006).

Wildlife movement corridors are defined as areas that connect suitable wildlife habitat areas in a region otherwise fragmented by rugged terrain, changes in vegetation, or human disturbance. Natural features such as canyon drainages, ridgelines, or areas with vegetation cover provide corridors for wildlife travel. Wildlife movement corridors are important because they provide access to mates, food and water; allow the dispersal of individuals away from high population density areas; and facilitate the exchange of genetic traits between populations. The County, the ACOE, and the CDFG consider wildlife movement corridors sensitive. The PIA is on the Santa Ysabel Creek, which is a natural and regional wildlife movement corridor for a large number of wildlife.

As a result of coordination among the PDT, a wildlife crossing will be put in place in the low-flow of the canyon for animal movement during construction. Exclusionary silt fencing will be placed around the wildlife crossing and construction limits to exclude wildlife entry into construction areas during construction. Clearing and grubbing of the construction site shall occur outside of the avian breeding season (defined as February 15 to August 31) to preclude use of the site prior to the commencement of construction activities. The County has undertaken multi-year protocol surveys for five federally listed species. The arroyo toad (*bufo californicus*), southwestern willow flycatcher (*empidonax traillii extimus*), least Bell's vireo (*vireo bellii pusillus)*, coastal California gnatcatcher (*polioptila californica californica)* and quino checkerspot butterfly (*euphydryas editha quino)* have never been found during USFWS protocol surveys. All of the species except for the quino checkerspot butterfly have the potential to occur onsite due to the type and quality of habitat. Coordination among the PDT has identified avoidance, minimization and mitigation measures integrated into project design, such as the wildlife crossing, project scheduling, and minimization of the project's permanent and temporary impacts to habitat. This project would not substantially affect the listed species, since presence has not been confirmed at or around the bridge site. Impacts will occur to the listed species habitat, therefore this impact is potentially significant unless mitigation incorporated. All impacts to vegetation communities and habitats will be fully mitigated.

The Section 4(f) report prepared for the Black Canyon Road Bridge project evaluated six designs/locations for the Black Canyon Bridge Project (including no project and the proposed project). Two of the locations evaluated were rejected to minimize biological impacts. These two locations are discussed below.

- **Construction of a New Bridge Upstream of the Existing Bridge**

This location and design proposed construction of a new bridge approximately 25-65 feet east of the existing structure on the upstream side. Road extensions would be required on both sides of the canyon to reach the bridge. The road extension on the north side would be created in a previously undisturbed area. The road extension on the south side would be particularly extensive as it would require substantial cuts into the surrounding hillside to a height in excess of 10 feet, and would require the export and disposal of large quantities of excavated soil. A bridge alignment in the area would also cut through dense, undisturbed oak forest/riparian woodland vegetation on both ides of the stream.

- **Build a New Bridge Further Downstream of the Existing Bridge**

This location and design, located 200 feet downstream of the existing bridge would require a longer span than the other locations due to the canyon widening sharply as it continues downstream. In addition to impacting vegetation communities such as coastal sage scrub, coast live oak riparian forest and open water, the engineering and construction costs associated building the bridge over a wider span would be approximately double the cost of the proposed project.

The project development team carefully considered all six design/locations with regards to achieving the project purpose and need while avoiding or minimizing environmental impacts. The following criteria were used in the evaluation process: avoiding direct impacts to the existing Black Canyon Road Bridge; minimizing impacts to wetlands, the surrounding habitat, and the visual environment; reducing the project footprint; and project costs. The two locations described above would have incurred higher biological impacts and higher construction costs than the proposed project; therefore these two locations were eliminated. Biological impacts resulting from the proposed project are discussed above.

The proposed action area is located in a remote and generally undeveloped area. Potential past, present, and future cumulative projects in the area were researched at the County DPLU department in conjunction with their staff. Based on maps provided by the County that show the locations of completed, ongoing, and future discretionary projects filed with the County, there are no projects located near the Black Canyon Road bridge replacement as it is within the Cleveland National Forest, other than routine land management activities carried out by the Forest Service. There are a few projects taking place within the northeastern Ramona Community Planning Area, which is located approximately 2 miles to the south. There has also been some housing development in recent years on the Mesa Grande Indian Reservation. In addition, there are no known projects within a few miles downstream of the Santa Ysabel Creek.

Because the proposed action area is generally remote and is not experiencing development, there are very limited projects in the area that could combine with the proposed action to result in a cumulative impact. The proposed action itself would

result in very few potential adverse effects and all of those effects would be mitigated through the measures listed in this MND and detailed in the associated technical reports. Therefore, the potential adverse effects resulting from the proposed action would not incrementally add to other environmental impacts in the vicinity, resulting in a cumulative impact. No cumulative adverse effects would occur with implementation of the proposed action.

b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, and regulations or by the California Department of Fish and Game or US Fish and Wildlife Service?

☐ Potentially Significant Impact
☑ Potentially Significant Unless Mitigation Incorporated
☐ Less than Significant Impact
☐ No Impact

Discussion/Explanation:

Potentially Significant Unless Mitigation Incorporated: The proposed bridge replacement project encompasses a 1.6-acre project footprint. Temporary and permanent impacts to sensitive species would occur in order to fulfill the purpose of the project. [See response to question IV (a)] All impacts have been avoided, minimized to the greatest extent feasible, and will be fully mitigated. The project will require a California Department of Fish and Game 1602 Streambed alteration agreement, and an Army Corps of Engineers 404 Permit. This project conforms to the "no-net-loss" of wetlands policy required pursuant to Section 404 of the Clean Water Act, Section 1602 of the Fish and Game Code and the County of San Diego Resource Protection Ordinance.

c) Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?

☐ Potentially Significant Impact
☑ Potentially Significant Unless Mitigation Incorporated
☐ Less than Significant Impact
☐ No Impact

Discussion/Explanation:

Potentially Significant Unless Mitigation Incorporated: In order to fulfill the purpose of this bridge replacement project, construction activities and structural supports will impact federal wetlands. Wetland delineations were conducted in June 1995, January 2001, March 2005, and most recently in January 2006 (Mooney * Jones & Stokes 2006), following the guidelines set forth by the ACOE (1987).

A Streambed Alteration Agreement was obtained from CDFG (CDFG 1997) and a Water Quality Certification was obtained from the RWQCB (RWQCB 2002);

however, permit applications will be submitted to the ACOE, CDFG, and RWQCB to reflect the proposed project and associated impacts to resources under the jurisdiction of the ACOE, CDFG, and RWQCB. A wetland revegetation plan has been be prepared (Appendix T to the NES)

The proposed action would construct a bridge across Santa Ysabel Creek. The portion of Santa Ysabel Creek within the proposed action area is generally underlain with large rock outcroppings. The creek is generally dry for most of the year; however, it has been observed flowing during the rainy season. Limited areas of soil are exposed throughout the rock outcroppings and support southern coast live oak riparian forest along the margins of the creeks and up the slopes (Mooney * Jones & Stokes 2006).

Both permanent and temporary impacts would result to jurisdictional resources. Temporary impacts would occur during construction but would not include areas that would contain new permanent structures. Permanent impacts would include areas of new structures or areas that would be shaded by the new bridge and remain impacted once the bridge is complete. These impact types are categorized in Table 2. Within the project area, CDFG jurisdictional wetlands occupy a larger area than the ACOE wetlands and waters of the U.S.

Table 2
ACOE and CDFG Jurisdictional Resources Within the PIA

Jurisdictional Resource	PIA Hectares (acres)
ACOE Waters of US	0.057 (0.14)
ACOE Wetlands	0.004 (0.011)
Subtotal	0.061 (0.151)
CDFG Wetlands[1]	0.219 (0.541)
Subtotal	0.219 (0.541)
Total	**0.219 (0.541)**

[1] CDFG Wetlands Total (includes CDFG and ACOE jurisdictional wetlands and ACOE non-wetland waters of the U.S.)

Source: NES (Mooney * Jones & Stokes 2006).

Permanent impacts to jurisdictional wetlands and waters are proposed to be mitigated off site at a ratio of 5:1 through restoration/enhancement and creation of riparian habitat at the County's Betsworth Mitigation Site (Table 3). Temporary impacts to jurisdictional wetlands and waters are proposed to be mitigated at a 1:1 ratio through on-site restoration/revegetation.

Temporarily impacted wetland areas shall be revegetated and restored to pre-construction conditions. All restored and replanted areas shall be monitored for success for 5 years.

Overnight construction machinery staging will occur at one of the two off-site staging areas. Only non-chemical overnight storage will be allowed within the one identified

staging area on-site, as it is located adjacent to a jurisdictional drainage. Pollution control measures shall be in place prior to and during construction.

Table 3
Proposed Mitigation for Jurisdictional Impacts

Jurisdictional Areas	Permanent Impacts Hectare (acre)	Temporary Impacts Hectare (acre)	Mitigation Ratio	How Mitigation Accomplished Hectare (acre)
ACOE Wetlands	0.004 (0.01)	0.0004 (0.001)	5:1 for permanent impacts and 1:1 for temporary impacts	0.0004 (0.001) restored/ revegetated on-site for temporary impacts and offsite creation & restoration/enhancement of 0.02 (0.05) at the County's Betsworth Mitigation Site for permanent impacts
ACOE Non-wetland Waters of U.S.	0.012 (0.03)	0.045 (0.11)	5:1 for permanent impacts and 1:1 for temporary impacts	0.045 (0.11) restored on-site for temporary impacts and offsite creation & restoration/enhancement of 0.06 (0.15) of southern riparian/oak woodland from the County's Betsworth mitigation site for permanent impacts.
CDFG Jurisdiction*	0.073 (0.18)	0.085 (0.21)	5:1 for permanent impacts and 1:1 for temporary impacts	0.085 (0.21) restored/ revegetated on-site for temporary impacts and offsite creation & restoration/enhancement of 0.365 (0.90) of southern riparian/oak woodland at the County's Betsworth Mitigation Site.
TOTALS	**0.089 (0.22)**	**0.130 (0.321)**		**0.130 (0.321) restored/ revegetated on-site and offsite creation & restoration/enhancement of 0.445 (1.1) of southern riparian/oak woodland habitat at the County's Betsworth Mitigation Site.**

* The CDFG impact presented exceeds the ACOE jurisdiction. CDFG will generally take jurisdiction over ACOE wetlands, waters, and additional riparian habitat.

Source: NES (Mooney * Jones & Stokes 2006).

Impacts to federal wetlands have been avoided and minimized to the greatest extent feasible. All impacts will be fully mitigated to below a level of significance.

d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?

☐ Potentially Significant Impact
☐ Potentially Significant Unless Mitigation Incorporated
☑ Less than Significant Impact
☐ No Impact

Discussion/Explanation:

Less than Significant Impact: According to the BA, Wildlife movement corridors are defined as areas that connect suitable wildlife habitat areas in a region otherwise fragmented by rugged terrain, changes in vegetation, or human disturbance. Natural features such as canyon drainages, ridgelines, or areas with vegetation cover provide corridors for wildlife travel. Wildlife movement corridors are important because they provide access to mates, food and water; allow the dispersal of individuals away from high population density areas; and facilitate the exchange of genetic traits between populations. The County, the ACOE, and the CDFG consider wildlife movement corridors sensitive. The PIA is on the Santa Ysabel Creek, which is a natural and regional wildlife movement corridor for a large number of wildlife.

The proposed project is to construct a new road bridge over the Santa Ysabel Creek. Mitigation measures such as wildlife tunnel, fencing off construction areas, and revegetating all temporary impacts to vegetation will ensure impacts to native resident or migratory fish or wildlife species or established native resident or migratory wildlife corridors, or native wildlife nursery sites will be less than significant.

e) Conflict with the provisions of any adopted Habitat Conservation Plan, Natural Communities Conservation Plan, other approved local, regional or state habitat conservation plan or any other local policies or ordinances that protect biological resources?

☐ Potentially Significant Impact
☐ Potentially Significant Unless Mitigation Incorporated
☐ Less than Significant Impact
☑ No Impact

Discussion/Explanation:

No Impact: The proposed project would not conflict with the provisions of any adopted Habitat Conservation Plan, Natural Communities Conservation Plan, other approved local, regional or state habitat conservation plan or any other local policies or ordinances that protect biological resources. The proposed project is located outside the boundaries of the approved Multiple Species Conservation Program and the Biological Mitigation Ordinance is not required. The project is exempt from the Habitat Loss Permit/Coastal Sage Scrub Ordinance per Section 86.105 (c)**,** as FHWA has requested informal consultation with USFWS triggered by the federally-

listed arroyo toad (*Bufo californicus*). The coastal California Gnatcatcher (*Polioptila californica californica*) was not detected during focused surveys conducted in 2005 or during previous focused surveys conducted.

NCCP compatibility has been demonstrated by NCCP/4(d) findings below. These findings are provided in Section 4.2.g of the Southern California Coastal Sage Scrub (NCCP) Process Guidelines.

1. The proposed habitat loss is consistent with the Interim Loss Criteria in the Conservation Guidelines and with any subregional process if established by the subregion.
    a. The habitat loss does not exceed the five percent guideline. The proposed project will impact 0.25 acres of Coastal Sage Scrub (CSS). Approved CSS losses as of May 3, 2006, and including this approval for both the entire unincorporated County and the affected subregion are as follows:

	COUNTYWIDE	NORTH-SUBREGION
INITIAL 5% ALLOWABLE CSS HABITAT LOSS (ACRES)	2953.30	
CUMULATIVE APPROVED LOSS OF CSS TO DATE	999.05	227.64
NET LOSS OF CSS DUE TO THIS PROJECT	**0.25**	0.25
TOTAL CUMULATIVE LOSS	**999.3**	227.89
REMAINING CSS	**1954**	

    b. The habitat loss will not preclude connectivity between areas of high habitat values.

        The sage scrub that is present on-site occupies a somewhat narrow band on the lower portions of the south-facing slope and other than Black Canyon Road that bisects the sage scrub is surrounded by other high quality habitats. However, the sage scrub does not support any sensitive species and the project impacts to sage scrub will be small (0.25 acres), linear in nature and would not preclude the long-term preservation of the area.

        The site occurs in the County's planning area for the proposed East County Multiple Species Conservation Plan (EC-MSCP) for which no definitive plans have been formulated. Using the NCCP flow chart, the aerial photograph, and taking into account the project design, an evaluation of the site's value for long-term conservation was made. While the sage scrub impacted along Black Canyon Road is high quality, the bridge replacement project will not preclude the connectivity of the

remaining high quality sage scrub since the area of impact will be of a small size and linear in shape.

c. The habitat loss will not preclude or prevent the preparation of the Subregional NCCP.

The primary goal of the NCCP is to preserve areas of higher long-term conservation value and wildlife corridors that link natural habitats. Since plans for the E-C MSCP are still in a preliminary stage, it is currently unknown if the site will be in a biological core habitat area. The sage scrub that will be lost, however, is part of a large expanse of native vegetation within the Cleveland National Forest land that includes additional sage scrub as well as chaparral and oak forest/riparian woodland. Although the impact will occur within a pristine area, the impact is relatively small and linear. The loss of sage scrub, therefore, will not isolate the remaining sage scrub habitat from other natural resources and habitats important for the County's subregional NCCP plan. In addition, the proposed mitigation will preserve high quality sage scrub within the boundaries of Boden Canyon which is within the focused planning area for the San Dieguito River Valley Open Space Park. Therefore, implementation of the project as proposed is not likely to preclude the preparation of the subregional NCCP.

d. The habitat loss has been minimized and mitigated to the maximum extent practicable in accordance with Section 4.3 of the NCCP Process Guidelines.

The habitat to be lost consists of narrow strips on either side of an existing unpaved rural roadway. The 0.50 acres of sage scrub that will be preserved as off-site mitigation is within Boden Canyon which is within a planned habitat preserve containing a much larger area of sage scrub that is equal to or higher in value than that being impacted. Therefore, habitat loss has been minimized and mitigated to the maximum extent practicable in accordance with Section 4.3 of the NCCP Process Guidelines.

2. The habitat loss will not appreciably reduce the likelihood of survival and recovery of the listed species in the wild.

The loss of 0.25 acres of sage scrub which occurs adjacent to the existing roadway and in an area that currently does not support listed species will not appreciably reduce the survival or recovery of listed species in the wild.

3. The habitat loss is incidental to otherwise lawful activities.

The replacement of the Black Canyon Road Bridge is required to correct identified structural deficiencies in the existing bridge. The habitat loss is incidental to the implementation of the Black Canyon Bridge Replacement

Project which is undergoing CEQA review in accordance with all local, state, and federal requirements.

V. CULTURAL RESOURCES -- Would the project:

a) Cause a substantial adverse change in the significance of a historical resource as defined in 15064.5?

☐ Potentially Significant Impact	☐ Less than Significant Impact
☑ Potentially Significant Unless Mitigation Incorporated	☐ No Impact

Discussion/Explanation:

Potentially Significant Unless Mitigation Incorporated: Multiple cultural resources studies and reports have been completed for evaluation of the proposed action. These reports include the Finding of Adverse Effect (County 1997). Along with the Findings of Adverse Effect was a Memorandum of Agreement (MOA) between FHWA, SHPO, USFS, the Department, and the County concerning stipulations to preserve the bridge. An HAER was prepared to satisfy mitigation commitments in the MOA (Dolan 1998). A Historic Preservation Plan (HPP) was also prepared (Allen and Dolan 1999). A Historic Property Survey Report (HPSR) and two supplemental HPSR filings were prepared. The supplemental HPSRs were necessary due to changes in the Area of Potential Effect (APE). Section 106 responsibilities were satisfied on May 6, 2005 (Caltrans 2005).

The APE for the proposed bridge replacement encompassed the existing bridge and the new bridge as well as the new access roads on either side of Santa Ysabel Creek that would connect the existing road to the new bridge. All areas of cut and fill are included in the APE.

Identification of cultural resources in the APE was completed through consultation with SHPO and record searches at the South Coastal Information Center, San Diego Museum of Man, and the California Historic Bridge Inventory (1996). Archaeological surveys within the APE were also carried out to identify cultural resources.

Two cultural resources were identified within the APE and are briefly described below.

Black Canyon Road Bridge (Bridge #57C-361): This Thomas System Three-hinge Arch Bridge was constructed in 1913 and was determined eligible for the National Register as part of the California Historic Bridge Inventory. The bridge is made up of a symmetrical single arch span and supports two lanes of traffic. Much of the aesthetic quality of the bridge results from an innovative use of concrete as a building material. The bridge is topped on each side by a post and rail arrangement. From a cultural resource perspective, this bridge retains good integrity, though there

are some areas of visible physical deterioration. The bridge is almost completely unaltered from its original appearance and its setting is also essentially unaltered. The historic bridge is visible as travelers approach from both directions on Black Canyon Road.

The Section 4(f) report prepared for the Black Canyon Road Bridge project evaluated six designs/locations for the Black Canyon Bridge Project (including no project and the proposed project). Two of the designs/locations evaluated but rejected would have had a substantial impact on the Black Canyon Road Bridge (Bridge # 57C-361). These two designs/locations are discussed below.

- **Demolish and Rebuild Bridge on Existing Site**
  This location would cause the complete loss of the existing historically significant structure. Additionally, during the demolition and construction phases for the new bridge, the public as well as governmental and emergency service users would be seriously affected by inaccessibility to the north side of Black Canyon Road. Current users of the Black Canyon Bridge would be required to travel along a 23 mile detour resulting in an additional travel time of 45 minutes and a serious safety issue since fire fighters and other emergency crews' response time would be delayed.

  The most substantial and adverse affect would be the loss of the bridge itself. The general public would no longer be able to visit, examine and appreciate the historic bridge and setting. Historic bridges serve as a landmark and provide the public with a sense of time and place.

- **Rehabilitation of the Existing Bridge**
  The bridge is so structurally deficient that it cannot be rehabilitated to meet minimum acceptable structural load requirements without severely affecting the historical and architectural integrity of the bridge. To anchor the rehabilitated bridge into the bedrock and to make the structure compliant with the current seismic standards, the bridge would have to be strengthened with steel and encased in a cast of concrete. These measures would destroy the majority of visible historical attributes associated with the bridge. This design would retain few of the important technological and design characteristics that rendered the structure architecturally and historically significant.

The project development team carefully considered all six design/locations with respect to achieving the project purpose and need while avoiding or minimizing environmental impacts. The following criteria were used in the evaluation process: avoiding direct impacts to the existing Black Canyon Road Bridge; minimizing impacts to wetlands, the surrounding habitat, and the visual environment; reducing the project footprint; and project costs. These two designs/locations would have incurred significant impacts to cultural resources and public safety; therefore these two designs/locations were eliminated.

Impacts

The County has coordinated and consulted with SHPO throughout the project planning process. The original HPSR was approved by SHPO and most recently, the 2nd Supplemental HPSR was accepted by the Department. Because there were no cultural resources within the project area, no further consultation or review by SHPO was required on the bridge (Caltrans 2005). The Department's approval of the supplemental HPSR fulfilled the responsibilities of Section 106. Multiple agencies and organizations were consulted during the evaluation of the historic Black Canyon Road Bridge. The bridge is located within the Cleveland National Forest, and USFS was included in the consultation process. The County also consulted with Fern M. Southcott of the Mesa Grande Band of Mission Indians concerning the effects of the proposed project on Native American traditional values. The County also held a public meeting in Ramona to allow the public to learn about the proposed action and to provide comment.

A Section 4(f) evaluation was prepared for the proposed action.

As described in the Finding of Adverse Effect document (County 1997), the NHPA requires that when an agency proposes an undertaking, and a National Register-listed or eligible property is identified within the APE, the agency must evaluate the effect of the project on the historic property. An effect occurs if the following condition is met:

> "An undertaking has an effect on a historic property when the undertaking may alter the characteristics of the property that may qualify the property for inclusion in the National Register. For the purpose of determining the effect, alteration to features of a property's location, setting, or use may be relevant depending on a property's significant characteristics and should be considered" [36 CFR 800.9(a)]."

A project is determined to have an adverse effect on historic property under the following conditions:

> "An undertaking is considered to have an adverse effect when the effect on a historic property may diminish the integrity of the property's location, design, setting, materials, workmanship, feeling, or association. Adverse effects on historic properties include, but are not limited to:
>
> 1) Physical destruction, damage, or alteration of all or part of the property;
> 2) Isolation of the property from or alteration of the character of the property's setting when that character contributes to the property's qualification for the National Register;
> 3) Introduction of visible, audible, or atmospheric elements that are out of character with the property or alter its setting;
> 4) Neglect of a property resulting from deterioration or destruction; and
> 5) Transfer, lease, or sale of the property [36 CFR 800.9(b)]."

Under the first criterion above, the bridge would not be destroyed or damaged. The proposed action would maintain the existing bridge for use by pedestrians and equestrians and block vehicular access across the historic bridge, potentially increasing the life of the resource. The new bridge would facilitate vehicular traffic. The proposed action would not have an adverse effect on the physical features of the bridge, which reflect its date of construction, designer, length of main span or bridge as a whole, technological merit, special feature, or significance to transportation history (County 1997). Therefore, no adverse impact would result from implementation of the proposed action according to the first criterion.

Under the second criterion, it is evident that the natural and unaltered setting surrounding the bridge is an important element in its eligibility for the National Register. The addition of a new bridge would alter and introduce a new man-made element into a rural and scenic area. In addition, the new bridge would almost completely block the views of the existing bridge from persons traveling southeast on Black Canyon Road. Also, pedestrians standing on the bridge would have an impaired view downstream. The placement of any modern structure within an undeveloped setting has an effect on the resource. Therefore, the proposed action would have an adverse effect on the historic property because the natural setting and unaltered characteristic of the area would be changed, and these are important features in the property's eligibility for the National Register (County 1997).

For the third criterion, the above discussion for criterion two applies. The introduction of a new, more modern bridge is considered out of place with the rural and natural setting. For this reason, the proposed action, as any action in this setting, would have an adverse effect to the historic property under criterion number three.

Criterion number four relates to the deterioration and neglect of a property. The bridge is currently in a state of deterioration and is not maintained. However, if the proposed action were approved, the bridge would undergo cosmetic repair and the County will be responsible for maintaining the bridge following the suggestions made in the HPP (Allen and Dolan 1999). Therefore, no adverse effect would result under this criterion.

No adverse effect would result under the fifth criterion as the bridge would continue to be in County ownership.

Because of the proposed avoidance, minimization, and mitigation measures listed above in criterion number four of the Section 4(f), it has been determined that the impacts from the proposed project will be mitigated to a level below significance on this historical resource pursuant to the State of California Environmental Quality Act (CEQA) Guidelines, Section 15064.5. Moreover, because the significant historic resource is protected through eligibility for the National Register as part of the California Historic Bridge Inventory, and impacts will be mitigated to a level below significance, the project will not contribute to a potentially significant cumulative impact on historical resources.

b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to 15064.5?

☐ Potentially Significant Impact
☐ Potentially Significant Unless Mitigation Incorporated
☑ Less than Significant Impact
☐ No Impact

Discussion/Explanation:

Less than Significant Impact: CA-SDI-5755: This site consists of one slick and three milling features on bedrock outcroppings located within the APE. One Tizon Brownware sherd was noted in an area subject to periodic flooding. Testing was performed at the site to confirm the absence of a subsurface component. This site does not have the qualities necessary to make it eligible for listing in the National Register (County 1997). Construction of the new bridge would not result in an adverse effect on this site.

c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?

☐ Potentially Significant Impact
☐ Potentially Significant Unless Mitigation Incorporated
☐ Less than Significant Impact
☑ No Impact

Discussion/Explanation:

No Impact: A review of the paleontological maps provided by the San Diego Museum of Natural History indicates that the project is located on igneous rock and has no potential for producing fossil remains. Additionally, based on DPLU GIS mapping, no known unique geologic features were identified on the property or in the immediate vicinity.

d) Disturb any human remains, including those interred outside of formal cemeteries?

☐ Potentially Significant Impact
☐ Potentially Significant Unless Mitigation Incorporated
☐ Less than Significant Impact
☑ No Impact

Discussion/Explanation:

No Impact: Based on an analysis of records and a survey of the property by a County of San Diego certified archaeologist, it has been determined that the project will not disturb any human remains because the project site does not include a

formal cemetery or any archaeological resources that might contain interred human remains.

VI. GEOLOGY AND SOILS -- Would the project:

a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:

i. Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.

☐ Potentially Significant Impact
☐ Potentially Significant Unless Mitigation Incorporated
☐ Less than Significant Impact
☑ No Impact

Discussion/Explanation:

No Impact: The project is not located in a fault rupture hazard zone identified by the Alquist-Priolo Earthquake Fault Zoning Act, Special Publication 42, Revised 1997, Fault-Rupture Hazards Zones in California. Therefore, there will be no impact from the exposure of people or structures to adverse effects from a known hazard zone as a result of this project.

ii. Strong seismic ground shaking?

☐ Potentially Significant Impact
☐ Potentially Significant Unless Mitigation Incorporated
☐ Less than Significant Impact
☑ No Impact

Discussion/Explanation:

No Impact: The Uniform Building Code (UBC) and the California Building Code (CBC) classifies all San Diego County with the highest seismic zone criteria, Zone 4. However, the project is not located within 5 kilometers of the centerline of a known active-fault zone as defined within the Uniform Building Code's Maps of Known Active Fault Near-Source Zones in California. In addition, the project will have to conform to the Seismic Requirements -- Chapter 16 Section 162- *Earthquake Design* as outlined within the California Building Code. Section 162 requires a soils compaction report with proposed foundation recommendations to be approved by a County Structural Engineer before the issuance of a building or grading permit. Therefore, there will be no impact from the exposure of people or structures to potential adverse effects from strong seismic ground shaking as a result of this project.

iii. Seismic-related ground failure, including liquefaction?

☐ Potentially Significant Impact
☐ Potentially Significant Unless Mitigation Incorporated
☐ Less than Significant Impact
☑ No Impact

Discussion/Explanation:

No Impact: The geology of the project site is identified as pre-cretaceous metasedimentary/fractures crystalline rock per the DPLU mapping. This geologic environment is not susceptible to ground failure from seismic activity. In addition, the site is not underlain by poor artificial fill or located within a floodplain. Therefore, there will be no impact from the exposure of people to adverse effects from a known area susceptible to ground failure.

iv. Landslides?

☐ Potentially Significant Impact
☐ Potentially Significant Unless Mitigation Incorporated
☐ Less than Significant Impact
☑ No Impact

Discussion/Explanation:

No Impact: The site is not located within a landslide susceptibility zone. Also, staff has determined that the geologic environment of the project area is not located within an area of potential or pre-existing conditions that could become unstable in the event of seismic activity.

b) Result in substantial soil erosion or the loss of topsoil?

☐ Potentially Significant Impact
☐ Potentially Significant Unless Mitigation Incorporated
☑ Less than Significant Impact
☐ No Impact

Discussion/Explanation:

Less Than Significant Impact: This proposed project involves the replacement of a bridge over Santa Ysabel Creek, and was designed to minimize the temporary and permanent fill on the creekbed and canyon. The central pier for the structure is placed in bedrock, to minimize changes to the movement of water underneath the structure. According to the Soil Survey of San Diego County, the soils on-site are identified as Bancas stony loam that has a soil erodibility rating of “severe” as indicated by the Soil Survey for the San Diego Area, prepared by the US Department of Agriculture, Soil Conservation and Forest Service dated December 1973. However, the project will not result in substantial soil erosion or the loss of topsoil for the following reasons:

The project would include a Water Pollution Control Plan (WPCP) that would contain temporary and permanent BMPs. Some temporary BMPs would involve the use of silt fences, fiber rolls, and gravel bags. Permanent BMPs would include measures, such as a riprap energy dissipater at the discharge end of the lined ditch. The dissipater would provide a temporary area for sediment to be deposited, but not displaced during storm events. The existing road is not paved, thereby allowing runoff to flow down the dirt road and into the creek. The energy dissipater would reduce the stormwater flow velocity to prevent erosion.

As a condition of the Clean Water Act Section 401 Water Quality Certification for Discharge of Dredge and/or Fill Materials, a runoff plan shall be developed describing site-specific bridge construction BMPs. Implementation of these BMPs shall result in no net increase in the discharge of sediment and/or any potential construction pollutants and debris from the construction area to Santa Ysabel Creek during construction and following build-out of the new bridge (RWQCB 2002)

To ensure the avoidance of water quality impacts during the Black Canyon Road Bridge replacement, BMPs must be implemented during construction. A detailed description of proposed construction BMPs shall be identified in a WPCP and included in the construction plans and specifications. Construction BMPs shall be selected, constructed, and maintained to comply with all applicable ordinances and guidance documents. Potential types of temporary BMPs to be implemented include the following:

- Silt fence
- Street sweeping and vacuuming
- Concrete curing
- Stockpile management (for erosion control)
- Stabilized construction entrance/exit
- Paving and grinding operations
- Gravel bag berm
- Material delivery and storage
- Hydroseeding
- Temporary stream crossing
- Vehicle and equipment fueling
- Pile driving operations
- Fiber rolls
- Storm drain inlet protections
- Wind erosion control
- Solid waste management (litter and trash)
- Material use
- Hazardous waste management
- Concrete waste management
- Scheduling
- Spill prevention and control
- Soil binders
- Illicit connection/illegal discharge detection and reporting

Due to these factors, it has been found that the project will not result in substantial soil erosion or the loss of topsoil on a project level.

c) Will the project produce unstable geological conditions that will result in adverse impacts resulting from landslides, lateral spreading, subsidence, liquefaction or collapse?

☐ Potentially Significant Impact ☐ Less than Significant Impact

☐ Potentially Significant Unless Mitigation Incorporated ☑ No Impact

Discussion/Explanation:

No Impact: The project is not located on or near geological formations that are unstable or would potentially become unstable as a result of the project. Site visits conducted by County Staff did not result in the findings of geological formations or features were noted that would produce unstable geological conditions as a result of the project. For further information refer to VI Geology and Soils, Question a., i-iv listed above.

d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?

☐ Potentially Significant Impact ☐ Less than Significant Impact
☐ Potentially Significant Unless Mitigation Incorporated ☑ No Impact

Discussion/Explanation:

No Impact:
This project involves the construction of a transportation crossing for Black Canyon Road over Santa Ysabel Creek. The soil type within the creek is defined as Bancas stony loam, which has a moderate shrink-swell behavior. This structure is designed to accommodate water passing through its structure, and therefore is designed to withstand the conditions of the soil onsite. For stability, the central pier of the bridge will be drilled into bedrock. Therefore, the project would not create risks to life or property.

e) Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?

☐ Potentially Significant Impact ☐ Less than Significant Impact
☐ Potentially Significant Unless Mitigation Incorporated ☑ No Impact

Discussion/Explanation:

No Impact:
The project is for the replacement of a structurally deficient bridge. The project does not propose any septic tanks or alternative wastewater disposal systems since no wastewater will be generated.

VII. HAZARDS AND HAZARDOUS MATERIALS -- Would the project:

a) Create a significant hazard to the public or the environment through the routine transport, storage, use, or disposal of hazardous materials or wastes?

☐ Potentially Significant Impact
☐ Potentially Significant Unless Mitigation Incorporated
☐ Less than Significant Impact
☑ No Impact

Discussion/Explanation:

No Impact: The project will not create a significant hazard to the public or the environment because it does not propose the storage, use, transport, emission, or disposal of Hazardous Substances, nor are Hazardous Substances proposed or currently in use in the immediate vicinity.

b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?

☐ Potentially Significant Impact
☐ Potentially Significant Unless Mitigation Incorporated
☐ Less than Significant Impact
☑ No Impact

Discussion/Explanation:

No Impact: The project will not contain, handle, or store any potential sources of chemicals or compounds that would present a significant risk of accidental explosion or release of hazardous substances.

c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?

☐ Potentially Significant Impact
☐ Potentially Significant Unless Mitigation Incorporated
☐ Less than Significant Impact
☑ No Impact

Discussion/Explanation:

No Impact:
The project is not located within one-quarter mile of and existing or proposed school. Therefore, the project will not have any effect on an existing or proposed school.

d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?

☐ Potentially Significant Impact
☐ Potentially Significant Unless Mitigation Incorporated
☐ Less than Significant Impact
☑ No Impact

Discussion/Explanation:

No Impact: The project is not located on a site listed in the State of California Hazardous Waste and Substances sites list compiled pursuant to Government Code Section 65962.5.

e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?

☐ Potentially Significant Impact
☐ Potentially Significant Unless Mitigation Incorporated
☐ Less than Significant Impact
☑ No Impact

Discussion/Explanation:

No Impact: The proposed project is for the replacement of a structurally deficient bridge. The Black Canyon Bridge is not located within two miles of an airport, and thus would not result in a safety hazard for people residing or working in the project area.

f) For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?

☐ Potentially Significant Impact
☐ Potentially Significant Unless Mitigation Incorporated
☐ Less than Significant Impact
☑ No Impact

Discussion/Explanation:

No Impact: The proposed project is not within one mile of a private airstrip. As a result, the project will not constitute a safety hazard for people residing or working in the project area.

g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?

☐ Potentially Significant Impact
☐ Potentially Significant Unless Mitigation Incorporated
☑ Less than Significant Impact
☐ No Impact

Discussion/Explanation:

The following sections summarize the project's consistency with applicable emergency response plans or emergency evacuation plans.

i. OPERATIONAL AREA EMERGENCY PLAN:

Less Than Significant Impact: The Operational Area Emergency Plan is a framework document that provides direction to local jurisdictions to develop specific operational operation area of San Diego County. It provides guidance for emergency planning and requires subsequent plans to be established by each jurisdiction that has responsibilities in a disaster situation. The project will not interfere with this plan because it will not prohibit subsequent plans from being established.

ii. SAN DIEGO COUNTY NUCLEAR POWER STATION EMERGENCY RESPONSE PLAN

No Impact: The San Diego County Nuclear Power Station Emergency Response Plan will not be interfered with by the project due to the location of the project, plant and the specific requirements of the plan. The emergency plan for the San Onofre Nuclear Generating Station includes an emergency planning zone within a 10-mile radius. All land area within 10 miles of the plant is not within the jurisdiction of the unincorporated County and as such a project in the unincorporated area is not expected to interfere with any response or evacuation.

iii. OIL SPILL CONTINGENCY ELEMENT

No Impact: The Oil Spill Contingency Element will not be interfered with because the project is not located along the coastal zone or coastline.

iv. EMERGENCY WATER CONTINGENCIES ANNEX AND ENERGY SHORTAGE RESPONSE PLAN

No Impact: The Emergency Water Contingencies Annex and Energy Shortage Response Plan will not be interfered with because the project does not propose altering major water or energy supply infrastructure, such as the California Aqueduct.

v. DAM EVACUATION PLAN

Less Than Significant Impact: The Dam Evacuation Plan for will not be interfered with because even though the project is located within a dam inundation zone, the project is not for a hospital, school, skilled nursing facility, retirement home, mental health care facility, care facility with patients that have disabilities, adult and childcare facility, jails/detention facilities, stadium, area, amphitheater, or similar use that may limit the ability of the County Office of Emergency Services to implement a dam evacuation plan.

h) Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?

☐ Potentially Significant Impact
☐ Potentially Significant Unless Mitigation Incorporated
☐ Less than Significant Impact
☑ No Impact

Discussion/Explanation:

No Impact: This project involves the construction of a transportation crossing for Black Canyon Road over Santa Ysabel Creek. The existing structure is deficient and is not rated to accommodate heavy load machinery. The project would improve the response and reliability of the emergency services because it will provide a crossing that can accommodate the heavy loads of fire-fighting equipment and other emergency vehicles.

i) Expose people to significant risk of injury or death involving vectors, including mosquitoes, rats or flies?

☐ Potentially Significant Impact
☐ Potentially Significant Unless Mitigation Incorporated
☐ Less than Significant Impact
☑ No Impact

Discussion/Explanation:

No Impact: This project involves the construction of a transportation crossing for Black Canyon Road over Santa Ysabel Creek. The project does not involve or support uses that allow water to stand for a period of 72 hours (3 days) or more (e.g. lagoons, agricultural irrigation ponds). Also, the project does not involve or support uses that will produce or collect animal waste, such as equestrian facilities, agricultural operations (chicken coops, dairies etc.), solid waste facility or other similar uses. Therefore, the project will not expose people to significant risk of injury or death involving vectors.

VIII. HYDROLOGY AND WATER QUALITY -- Would the project:

a) Violate any waste discharge requirements?

☐ Potentially Significant Impact
☐ Potentially Significant Unless Mitigation Incorporated
☑ Less than Significant Impact
☐ No Impact

Discussion/Explanation:

Less Than Significant Impact: The project proposes the construction of a transportation crossing for Black Canyon Road over Santa Ysabel Creek, which

requires a Section 401 Water Quality Certification. The project site proposes and will be required to implement the following site design measures and/or source control BMP's and/or treatment control BMP's to reduce potential pollutants to the maximum extent practicable from entering storm water runoff: The project would include a Water Pollution Control Plan (WPCP) that would contain temporary and permanent BMPs. Some temporary BMPs would involve the use of silt fences, fiber rolls, and gravel bags. Permanent BMPs would include measures, such as a riprap energy dissipater at the discharge end of the lined ditch. The dissipater would provide a temporary area for sediment to be deposited, but not displaced during storm events. The existing road is not paved, thereby allowing runoff to flow down the dirt road and into the creek. The energy dissipater would reduce the stormwater flow velocity to prevent erosion.

As a condition of the Clean Water Act Section 401 Water Quality Certification for Discharge of Dredge and/or Fill Materials, a runoff plan shall be developed describing site-specific bridge construction BMPs. Implementation of these BMPs shall result in no net increase in the discharge of sediment and/or any potential construction pollutants and debris from the construction area to Santa Ysabel Creek during construction and following build-out of the new bridge (RWQCB 2002)

To ensure the avoidance of water quality impacts during the Black Canyon Road Bridge replacement, BMPs must be implemented during construction. A detailed description of proposed construction BMPs shall be identified in a WPCP and included in the construction plans and specifications. Construction BMPs shall be selected, constructed, and maintained to comply with all applicable ordinances and guidance documents. Potential types of temporary BMPs to be implemented include the following:

- Silt fence
- Street sweeping and vacuuming
- Concrete curing
- Stockpile management (for erosion control)
- Stabilized construction entrance/exit
- Paving and grinding operations
- Gravel bag berm
- Material delivery and storage
- Hydroseeding
- Temporary stream crossing
- Vehicle and equipment fueling
- Pile driving operations
- Fiber rolls
- Storm drain inlet protections
- Wind erosion control
- Solid waste management (litter and trash)
- Material use
- Hazardous waste management
- Concrete waste management
- Scheduling
- Spill prevention and control
- Soil binders
- Illicit connection/illegal discharge detection and reporting

These measures will enable the project to meet waste discharge requirements as required by Standard Urban Storm Water Mitigation Plan (SUSMP).

Finally, the project's conformance to the waste discharge requirements listed above ensures the project will not create cumulatively considerable water quality impacts

related to waste discharge because, through the permit, the project will conform to Countywide watershed standards in the SUSMP, derived from State regulation to address human health and water quality concerns. Therefore, the project will not contribute to a cumulatively considerable impact to water quality from waste discharges.

b) Is the project tributary to an already impaired water body, as listed on the Clean Water Act Section 303(d) list? If so, could the project result in an increase in any pollutant for which the water body is already impaired?

☐ Potentially Significant Impact
☐ Potentially Significant Unless Mitigation Incorporated
☐ Less than Significant Impact
☑ No Impact

Discussion/Explanation:

No Impact: The project lies in the Pamo hydrologic subarea, within the San Dieguito hydrologic unit. According to the Water Quality Report for the Black Canyon Road Bridge Replacement Project, (Burns & McDonnell, 2005) there is one impaired water segment associated with the San Dieguito hydrologic unit- the Pacific Ocean Shoreline. The water segment is affected by bacteria indicators at the San Dieguito Lagoon Mouth. The project site is located approximately 29 miles away from the lagoon, and is not anticipated to create an increase in bacteria indicators at the lagoon mouth. The project does not propose any known sources of pollutants, or land use activities that might contribute these pollutants.

c) Could the proposed project cause or contribute to an exceedance of applicable surface or groundwater receiving water quality objectives or degradation of beneficial uses?

☐ Potentially Significant Impact
☐ Potentially Significant Unless Mitigation Incorporated
☑ Less than Significant Impact
☐ No Impact

Discussion/Explanation:

Less Than Significant Impact: The Regional Water Quality Control Board has designated water quality objectives for waters of the San Diego Region as outlined in Chapter 3 of the Water Quality Control Plan (Plan). The water quality objectives are necessary to protect the existing and potential beneficial uses of each hydrologic unit as described in Chapter 2 of the Plan.

The project lies in the Pamo hydrologic subarea, within the San Dieguito hydrologic unit that has the following existing and potential beneficial uses for inland surface waters, coastal waters, reservoirs and lakes, and ground water:

San Dieguito – municipal and domestic supply; agricultural supply; industrial process supply, industrial service supply; contact water recreation; non-contact water recreation; warm freshwater habitat; cold freshwater habitat; wildlife habitat; estuarine habitat; marine habitat; preservation of biological habitats of special significance; migration of aquatic organisms; and, rare, threatened, or endangered species habitat.

The project proposes the following potential sources of polluted runoff based on the bridge/roadway land use classification: sediments, heavy metals, organic compounds, trash and debris, oxygen demanding substances, and oil/grease. These pollutants are associated with vehicular traffic over the Santa Ysabel Creek. Due to the fact that the proposed crossing is a replacement of an existing bridge, and not a traffic-generating project, the amount of pollutants entering the waterway would be similar to pre-construction conditions. The crossing would provide a safer access for motorists.

The site design measures and/or source control BMP's and/or treatment control BMP's described in response to question VIII (a) will be employed to reduce potential pollutants in runoff to the maximum extent practicable, such that the proposed project will not cause or contribute to an exceedance of applicable surface or groundwater receiving water quality objectives or degradation of beneficial uses.

In addition, the proposed BMP's are consistent with regional surface water, storm water and groundwater planning and permitting process that has been established to improve the overall water quality in County watersheds. As a result, the project will not contribute to a cumulatively considerable exceedance of applicable surface or groundwater receiving water quality objectives or degradation of beneficial uses. Refer to Section VIII., Hydrology and Water Quality, Question b, for more information on regional surface water and storm water planning and permitting process.

d) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?

☐ Potentially Significant Impact	☐ Less than Significant Impact
☐ Potentially Significant Unless Mitigation Incorporated	☑ No Impact

Discussion/Explanation:

No Impact: This project involves the construction of a transportation crossing for Black Canyon Road over Santa Ysabel Creek. The project does not necessitate the use of water from surface reservoirs or other imported water source. The project will not use any groundwater for any purpose, including irrigation, domestic or commercial demands. In addition, the project does not involve operations that would

interfere substantially with groundwater recharge including, but not limited to the following: the project does not involve regional diversion of water to another groundwater basin; or diversion or channelization of a stream course or waterway with impervious layers, such as concrete lining or culverts, for substantial distances (e.g. ¼ mile). These activities and operations can substantially affect rates of groundwater recharge. Therefore, no impact to groundwater resources is anticipated.

e) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site?

☐ Potentially Significant Impact
☐ Potentially Significant Unless Mitigation Incorporated
☑ Less than Significant Impact
☐ No Impact

Discussion/Explanation:

Less Than Significant Impact: This project involves the construction of a transportation crossing for Black Canyon Road over Santa Ysabel Creek. Site drainage from the project area will change slightly from the existing patterns. On both the north and south sides of the creek, runoff from the slopes will flow into concrete brow ditches at the base of the slopes and the side of the road. On the north side of the proposed bridge, storm water flows will drain to an energy dissipater. On the south side, storm water will drain towards two inlets and through a pipe to outlet directly onto bedrock. Paving of the approach roads will reduce erosion where it replaces existing dirt roadway. (Burns and McDonnell, 2005)

Due to these factors, it has been found that the project will not result in significantly increased erosion or sedimentation potential and will not alter any drainage patterns of the site or area on- or off-site. In addition, because erosion and sedimentation will be controlled within the boundaries of the project, the project will not contribute to a cumulatively considerable impact. For further information on soil erosion refer to VI., Geology and Soils, Question b.

f) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?

☐ Potentially Significant Impact
☐ Potentially Significant Unless Mitigation Incorporated
☑ Less than Significant Impact
☐ No Impact

Discussion/Explanation:

Less Than Significant Impact:

Although the new bridge and associated roadway improvements will increase the amount of impervious area at the site, storm water flow from the project area will not change from existing volumes. (Burns and McDonnell, 2005) Additionally,

- Drainage will be diverted to approved drainage facilities.
- The project will not increase water surface elevation in a watercourse with a watershed equal to or greater one square mile by 2/10 of a foot or more in height.

Therefore, the project will not substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site. Moreover, the project will not contribute to a cumulatively considerable alteration or a drainage pattern or increase in the rate or amount of runoff, because the project will substantially increase water surface elevation or runoff exiting the site, as detailed above.

g) Create or contribute runoff water which would exceed the capacity of existing or planned storm water drainage systems?

☐ Potentially Significant Impact
☐ Potentially Significant Unless Mitigation Incorporated
☑ Less than Significant Impact
☐ No Impact

Discussion/Explanation:

Less Than Significant Impact: This project involves the construction of a transportation crossing for Black Canyon Road over Santa Ysabel Creek. The proposed storm water facilities associated with the transportation crossing were designed to accommodate the flows on the structure. The project would not generate additional runoff water; just accommodate existing volumes that would flow over the bridge itself.

h) Provide substantial additional sources of polluted runoff?

☐ Potentially Significant Impact
☐ Potentially Significant Unless Mitigation Incorporated
☑ Less than Significant Impact
☐ No Impact

Discussion/Explanation:

Less Than Significant Impact: The project has the potential secondary sources of polluted runoff based on the bridge/roadway land use classification. See response VIII. (c) (Burns and McDonnell, 2005) However, the following site design measures and/or source control BMPs and/or treatment control BMPs will be employed such that potential pollutants will be reduced in runoff to the maximum extent practicable: The project would include a Water Pollution Control Plan (WPCP) that would contain

temporary and permanent BMPs. Some temporary BMPs would involve the use of silt fences, fiber rolls, and gravel bags. Permanent BMPs would include measures, such as a riprap energy dissipater at the discharge end of the lined ditch. The dissipater would provide a temporary area for sediment to be deposited, but not displaced during storm events. The existing road is not paved, thereby allowing runoff to flow down the dirt road and into the creek. The energy dissipater would reduce the stormwater flow velocity to prevent erosion.

As a condition of the Clean Water Act Section 401 Water Quality Certification for Discharge of Dredge and/or Fill Materials, a runoff plan shall be developed describing site-specific bridge construction BMPs. Implementation of these BMPs shall result in no net increase in the discharge of sediment and/or any potential construction pollutants and debris from the construction area to Santa Ysabel Creek during construction and following build-out of the new bridge (RWQCB 2002)

To ensure the avoidance of water quality impacts during the Black Canyon Road Bridge replacement, BMPs must be implemented during construction. A detailed description of proposed construction BMPs shall be identified in a WPCP and included in the construction plans and specifications. Construction BMPs shall be selected, constructed, and maintained to comply with all applicable ordinances and guidance documents. Potential types of temporary BMPs to be implemented include the following:

- Silt fence
- Street sweeping and vacuuming
- Concrete curing
- Stockpile management (for erosion control)
- Stabilized construction entrance/exit
- Paving and grinding operations
- Gravel bag berm
- Material delivery and storage
- Hydroseeding
- Temporary stream crossing
- Vehicle and equipment fueling
- Pile driving operations
- Fiber rolls
- Storm drain inlet protections
- Wind erosion control
- Solid waste management (litter and trash)
- Material use
- Hazardous waste management
- Concrete waste management
- Scheduling
- Spill prevention and control
- Soil binders
- Illicit connection/illegal discharge detection and reporting

. Refer to VIII Hydrology and Water Quality Questions a, b, c, for further information.

i) Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map, including County Floodplain Maps?

☐ Potentially Significant Impact
☐ Potentially Significant Unless Mitigation Incorporated
☐ Less than Significant Impact
☑ No Impact

Discussion/Explanation:

No Impact: This project involves the construction of a transportation crossing for Black Canyon Road over Santa Ysabel Creek. The proposed project does not involve the construction or impact to any housing.

j) Place within a 100-year flood hazard area structures which would impede or redirect flood flows?

☐ Potentially Significant Impact
☐ Potentially Significant Unless Mitigation Incorporated
☐ Less than Significant Impact
☑ No Impact

Discussion/Explanation:

No Impact: This bridge replacement and restoration project qualifies for Federal funding under the Highway Bridge Replacement and Rehabilitation (HBRR) Program since the existing bridge is structurally deficient. The selected design will meet the requirements, regulations, and policies set by the Federal Emergency Management Agency (FEMA), and the Executive Order 11988 (Federal Policy on Flood Plain Management), including:

(1) Conveyance of the base flood, Q100

(2) Backwater caused by the bridge encroachment with that caused by all other obstructions is limited to 0.3 meters (1 foot) above the surface of the base flood.

The design flood for the bridge was determined in accordance with *Caltrans Local Assistance Manual*, Chapter 11, "Design Standards" and the *Highway Design Manual*, Section 821.3 "Selection of Design Flood". The 50-year and 100-year flood events were included in the hydraulic computations for the existing channel conditions as well as the proposed conditions (*Hydrologic and Hydraulic Review of the Black Canyon Road Bridge Project,* San Diego County Flood Control Engineering, July 12, 1995).

This proposed project was designed to accommodate the 100-year flood event. Therefore, it would not create a 100-year flood event hazard.

k) Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?

☐ Potentially Significant Impact
☐ Potentially Significant Unless Mitigation Incorporated
☐ Less than Significant Impact
☑ No Impact

Discussion/Explanation:

No Impact: This project involves the construction of a transportation crossing for Black Canyon Road over Santa Ysabel Creek. Although the structure is approximately one mile downstream from the Sutherland Dam, it would not expose people or structures to risk of loss involving flooding as a result of the failure of a levee or dam. The proposed project would not impact the Sutherland Dam.

l) Inundation by seiche, tsunami, or mudflow?

☐ Potentially Significant Impact
☐ Potentially Significant Unless Mitigation Incorporated
☐ Less than Significant Impact
☑ No Impact

Discussion/Explanation:

i. SEICHE

No Impact: The project site is not located along the shoreline of a lake or reservoir; therefore, could not be inundated by a seiche.

ii. TSUNAMI

No Impact: Tsunami – The project site is located more 29 miles from the coast; therefore, in the event of a tsunami, would not be inundated.

iii. MUDFLOW

No Impact: Mudflow is type of landslide. The site is not located within a landslide susceptibility zone. Also, staff has determined that the geologic environment of the project area is not located within an area of potential or pre-existing conditions that could become unstable in the event of seismic activity. In addition, the project does propose land disturbance that will expose soils and the project is not located downstream from exposed soils within a landslide susceptibility zone. Therefore, it is not anticipated that the project will expose people or property to inundation due to a mudflow.

IX. LAND USE AND PLANNING -- Would the project:

a) Physically divide an established community?

☐ Potentially Significant Impact
☐ Potentially Significant Unless Mitigation Incorporated
☐ Less than Significant Impact
☑ No Impact

Discussion/Explanation:

No Impact: This project involves the construction of a transportation crossing for Black Canyon Road over Santa Ysabel Creek to replace an existing structurally

deficient bridge, with no traffic generation nor increase to traffic capacity. The project does not propose the introducing new infrastructure such major roadways or water supply systems, or utilities to the area. Therefore, the proposed project will not significantly disrupt or divide the established community.

b) Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?

☐ Potentially Significant Impact	☐ Less than Significant Impact
☐ Potentially Significant Unless Mitigation Incorporated	☑ No Impact

Discussion/Explanation:

No Impact: This project involves the construction of a transportation crossing for Black Canyon Road over Santa Ysabel Creek to replace an existing structurally deficient bridge, with no traffic generation nor increase to traffic capacity. The bridge would be located in the Cleveland National Forest, and would not conflict with their land use plan as it is the replacement of an existing bridge.

X. MINERAL RESOURCES -- Would the project:

a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?

☐ Potentially Significant Impact	☐ Less than Significant Impact
☐ Potentially Significant Unless Mitigation Incorporated	☑ No Impact

Discussion/Explanation:

No Impact: The project site has Mineral Land Classification MRZ-1 as identified by the State Department of Conservation, Division of Mines and Geology (Update of Mineral Land Classification: Aggregate Materials in the Western San Diego Production-Consumption Region, 1997). Lands with this designation are located within an area where geologic information indicates no significant mineral deposits are present. Also, the project site is not located within a region where geologic information indicates significant mineral deposits are present as identified on the County of San Diego's Mineral Resources Map prepared by the County of San Diego. Moreover, if the resources are not considered significant mineral deposits, loss of these resources cannot contribute to a potentially significant cumulative impact.

b) Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?

☐ Potentially Significant Impact
☐ Potentially Significant Unless Mitigation Incorporated
☐ Less than Significant Impact
☑ No Impact

Discussion/Explanation:

No Impact: This project involves the construction of a transportation crossing for Black Canyon Road over Santa Ysabel Creek to replace an existing structurally deficient bridge. The site is not a locally important mineral resource site. Therefore, no potentially significant loss of availability of a known mineral resource of locally important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan will occur as a result of this project.

XI. NOISE -- Would the project result in:

a) Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?

☐ Potentially Significant Impact
☐ Potentially Significant Unless Mitigation Incorporated
☐ Less than Significant Impact
☑ No Impact

Discussion/Explanation:

No Impact: The project is for an unmanned facility that does not support any noise-generating equipment. Therefore, the project will not expose people to or generate any noise levels that exceed the allowable limits of the County of San Diego Noise Element of the General Plan, County of San Diego Noise Ordinance, and other applicable local, State, and Federal noise control regulations.

b) Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?

☐ Potentially Significant Impact
☐ Less than Significant Impact with Mitigation Incorporated
☐ Less than Significant Impact
☑ No Impact

Discussion/Explanation:

No Impact: The project does not propose any of the following land uses that can be impacted by groundborne vibration or groundborne noise levels.

1. Buildings where low ambient vibration is essential for interior operation, including research and manufacturing facilities with special vibration constraints.
2. Residences and buildings where people normally sleep including hotels, hospitals, residences and where low ambient vibration is preferred.

3. Civic and institutional land uses including schools, churches, libraries, other institutions, and quiet office where low ambient vibration is preferred.
4. Concert halls for symphonies or other special use facilities where low ambient vibration is preferred.

Also, the project does not propose any major, new or expanded infrastructure such as mass transit, highways or major roadways or intensive extractive industry that could generate excessive groundborne vibration or groundborne noise levels on-site or in the surrounding area.

c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?

☐ Potentially Significant Impact
☐ Potentially Significant Unless Mitigation Incorporated
☐ Less than Significant Impact
☑ No Impact

Discussion/Explanation:

No Impact: The project is for an unmanned facility that does not support any noise-generating equipment. Therefore, the project would not result in a substantial permanent increase in existing ambient noise levels in the project vicinity.

d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?

☐ Potentially Significant Impact
☐ Potentially Significant Unless Mitigation Incorporated
☐ Less than Significant Impact
☑ No Impact

Discussion/Explanation:

No Impact: The project is for an unmanned facility that does not support any noise-generating equipment. Also, the temporary increase over existing ambient levels for general construction noise is not expected to exceed the construction noise limits of the County of San Diego Noise Ordinance (Section 36-410), which are derived from State regulation to address human health and quality of life concerns. Construction operations will occur only during permitted hours of operation pursuant to Section 36-410. Also, it is not anticipated that the project will operate construction equipment in excess of 75 dB for more than an 8 hours during a 24-hour period. Therefore, the project would not result in a substantial temporary or periodic increase in existing ambient noise levels in the project vicinity.

e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?

☐ Potentially Significant Impact
☐ Potentially Significant Unless Mitigation Incorporated
☐ Less than Significant Impact
☑ No Impact

Discussion/Explanation:

No Impact: The proposed project is not located within a Comprehensive Land Use Plan (CLUP) for airports or within 2 miles of a public airport or public use airport. Therefore, the project will not expose people residing or working in the project area to excessive airport-related noise levels.

f) For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?

☐ Potentially Significant Impact
☐ Potentially Significant Unless Mitigation Incorporated
☐ Less than Significant Impact
☑ No Impact

Discussion/Explanation:

No Impact: The proposed project is not located within a one-mile vicinity of a private airstrip; therefore, the project will not expose people residing or working in the project area to excessive airport-related noise levels.

XII. POPULATION AND HOUSING -- Would the project:

a) Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?

☐ Potentially Significant Impact
☐ Potentially Significant Unless Mitigation Incorporated
☐ Less than Significant Impact
☑ No Impact

Discussion/Explanation:

No Impact: This project involves the construction of a transportation crossing for Black Canyon Road over Santa Ysabel Creek to replace an existing structurally deficient bridge, with no traffic generation nor increase to traffic capacity. This project does not involve the development of new traffic routes or extensions. The bridge would connect to two existing roadways on either side of the Santa Ysabel Creek.

b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?

☐ Potentially Significant Impact
☐ Potentially Significant Unless Mitigation Incorporated
☐ Less than Significant Impact
☑ No Impact

Discussion/Explanation:

No Impact: This project involves the construction of a transportation crossing for Black Canyon Road over Santa Ysabel Creek to replace an existing structurally deficient bridge. The proposed project will not displace any existing housing since the site is currently vacant.

c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?

☐ Potentially Significant Impact	☐ Less than Significant Impact
☐ Potentially Significant Unless Mitigation Incorporated	☑ No Impact

Discussion/Explanation:

No Impact: This project involves the construction of a transportation crossing for Black Canyon Road over Santa Ysabel Creek to replace an existing structurally deficient bridge. The proposed project will not displace any existing housing since the site is currently vacant.

XIII. PUBLIC SERVICES

a) Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance service ratios, response times or other performance objectives for any of the public services:

i. Fire protection?
ii. Police protection?
iii. Schools?
iv. Parks?
v. Other public facilities?

☐ Potentially Significant Impact	☐ Less than Significant Impact
☐ Potentially Significant Unless Mitigation Incorporated	☑ No Impact

Discussion/Explanation:

No Impact: This project involves the construction of a transportation crossing for Black Canyon Road over Santa Ysabel Creek to replace an existing structurally deficient bridge. The new bridge would be constructed slightly downstream of the existing bridge, and there will be no impediment to traffic during construction, as the existing bridge will be open for traffic during construction. Post-construction, the bridge will be a more reliable, safer crossing for emergency services and motorists.

XIV. RECREATION

a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?

☐ Potentially Significant Impact
☐ Potentially Significant Unless Mitigation Incorporated
☐ Less than Significant Impact
☑ No Impact

Discussion/Explanation:

No Impact: This project involves the construction of a transportation crossing for Black Canyon Road over Santa Ysabel Creek to replace an existing structurally deficient bridge. The project does not propose any residential use, included but not limited to a residential subdivision, mobilehome park, or construction for a single-family residence that may increase the use of existing neighborhood and regional parks or other recreational facilities in the vicinity.

b) Does the project include recreational facilities or require the construction or expansion of recreational facilities, which might have an adverse physical effect on the environment?

☐ Potentially Significant Impact
☐ Potentially Significant Unless Mitigation Incorporated
☐ Less than Significant Impact
☑ No Impact

Discussion/Explanation:

No Impact: The project does not include recreational facilities or require the construction or expansion of recreational facilities. Therefore, the construction or expansion of recreational facilities cannot have an adverse physical effect on the environment.

XV. TRANSPORTATION/TRAFFIC -- Would the project:

a) Cause an increase in traffic which is substantial in relation to the existing traffic load and capacity of the street system (i.e., result in a substantial increase in either the number of vehicle trips, the volume to capacity ratio on roads, or congestion at intersections)?

☐ Potentially Significant Impact
☐ Potentially Significant Unless Mitigation Incorporated
☐ Less than Significant Impact
☑ No Impact

Discussion/Explanation:

No Impact: This project involves the construction of a transportation crossing for Black Canyon Road over Santa Ysabel Creek to replace an existing structurally

deficient bridge, with no traffic generation nor increase to traffic capacity. This project does not involve the development of new traffic routes or extensions. The bridge would connect to two existing roadways on either side of the Santa Ysabel Creek. The project does not propose any additional ADTs; therefore, the proposed project will have no impact on the existing traffic load and capacity of the street system.

b) Exceed, either individually or cumulatively, a level of service standard established by the County congestion management agency for designated roads or highways?

☐ Potentially Significant Impact
☐ Potentially Significant Unless Mitigation Incorporated
☐ Less than Significant Impact
☑ No Impact

Discussion/Explanation:

No Impact: This project involves the construction of a transportation crossing for Black Canyon Road over Santa Ysabel Creek to replace an existing structurally deficient bridge, with no traffic generation nor increase to traffic capacity. This project does not involve the development of new traffic routes or extensions. The bridge would connect to two existing roadways on either side of the Santa Ysabel Creek. The project does not propose any additional ADTs; therefore, the proposed project will have no impact on the existing traffic load and capacity of the street system.

c) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?

☐ Potentially Significant Impact
☐ Potentially Significant Unless Mitigation Incorporated
☐ Less than Significant Impact
☑ No Impact

Discussion/Explanation:

No Impact: The proposed project is located outside of an Airport Master Plan Zone and is not adjacent to any public or private airports; therefore, the project will not result in a change in air traffic patterns.

d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?

☐ Potentially Significant Impact
☐ Potentially Significant Unless Mitigation Incorporated
☐ Less than Significant Impact
☑ No Impact

Discussion/Explanation:

No Impact: This project involves the construction of a transportation crossing for Black Canyon Road over Santa Ysabel Creek to replace an existing structurally deficient bridge, with no traffic generation nor increase to traffic capacity. This project does not involve the development of new traffic routes or extensions. The bridge would connect to two existing roadways on either side of the Santa Ysabel Creek. The project would meet all federal road design standards.

e) Result in inadequate emergency access?

☐ Potentially Significant Impact
☐ Potentially Significant Unless Mitigation Incorporated
☐ Less than Significant Impact
☑ No Impact

Discussion/Explanation:

No Impact: This project involves the construction of a transportation crossing for Black Canyon Road over Santa Ysabel Creek to replace an existing structurally deficient bridge. The new bridge would be constructed slightly downstream of the existing bridge, and there will be no impediment to traffic during construction, as the existing bridge will be open for traffic during construction. Post-construction, the bridge will be a more reliable, safer crossing for emergency services and motorists.

f) Result in inadequate parking capacity?

☐ Potentially Significant Impact
☐ Potentially Significant Unless Mitigation Incorporated
☐ Less than Significant Impact
☑ No Impact

Discussion/Explanation:

No Impact: No on-site or off-site parking is required or proposed. The proposed project is to replace a structurally deficient bridge to connect two existing roadways. Thus, parking would not be in demand as a result of the project.

g) Conflict with adopted policies, plans, or programs supporting alternative transportation (e.g., bus turnouts, bicycle racks)?

☐ Potentially Significant Impact
☐ Potentially Significant Unless Mitigation Incorporated
☐ Less than Significant Impact
☑ No Impact

Discussion/Explanation:

No Impact: The proposed project is for the replacement of a structurally deficient bridge over Santa Ysabel Creek at Black Canyon Road. The purpose of the project is to replace the bridge structure, without changing the roadway features. The implementation will not result in any construction or new road design features; therefore, will not conflict with policies regarding alternative transportation.

XVI. UTILITIES AND SERVICE SYSTEMS -- Would the project:

a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?

☐ Potentially Significant Impact
☐ Potentially Significant Unless Mitigation Incorporated
☐ Less than Significant Impact
☑ No Impact

Discussion/Explanation:

No Impact: The project does not involve any uses that will discharge any wastewater to sanitary sewer or on-site wastewater systems (septic). Therefore, the project will not exceed any wastewater treatment requirements.

b) Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?

☐ Potentially Significant Impact
☐ Potentially Significant Unless Mitigation Incorporated
☐ Less than Significant Impact
☑ No Impact

Discussion/Explanation:

No Impact: The project does not include new or expanded water or wastewater treatment facilities. In addition, the project does not require the construction or expansion of water or wastewater treatment facilities.

c) Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?

☐ Potentially Significant Impact
☐ Potentially Significant Unless Mitigation Incorporated
☑ Less than Significant Impact
☐ No Impact

Discussion/Explanation:

Less Than Significant Impact:
The project involves new post-construction water quality BMPs. The proposed improvements involve the installation of one drainage inlet on the southern side of the proposed bridge, installation of 40.2 linear meters (132 linear feet) of 610 mm (24 inch) bituminous lined corrugated steel pipe (CSP), construction of concrete brow ditches, installation of rock slope protection (RSP) and rip-rap on the northern side of the proposed bridge, removal of one CSP, and grading and paving activities.

The sizing of the BMPs was designed to accommodate the flows off the proposed bridge. The post-construction water quality BMPs will not result in adverse physical effect on the environment.

d) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?

☐ Potentially Significant Impact
☐ Potentially Significant Unless Mitigation Incorporated
☐ Less than Significant Impact
☑ No Impact

Discussion/Explanation:

No Impact: The proposed project does not involve or require water services from a water district. The project is for a transportation crossing that does rely on water service for any purpose.

e) Result in a determination by the wastewater treatment provider, which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?

☐ Potentially Significant Impact
☐ Potentially Significant Unless Mitigation Incorporated
☐ Less than Significant Impact
☑ No Impact

Discussion/Explanation:

No Impact:
The proposed project for a transportation crossing and will not produce any wastewater; therefore, the project will not interfere with any wastewater treatment providers service capacity.

f) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?

☐ Potentially Significant Impact
☐ Potentially Significant Unless Mitigation Incorporated
☐ Less than Significant Impact
☑ No Impact

Discussion/Explanation:

No Impact: The project is for a transportation crossing and will not generate any solid waste nor place any burden on the existing permitted capacity of any landfill or transfer station within San Diego County.

g) Comply with federal, state, and local statutes and regulations related to solid waste?

☐ Potentially Significant Impact
☐ Less than Significant Impact

☐ Potentially Significant Unless Mitigation Incorporated ☑ No Impact

Discussion/Explanation:

No Impact: The project is for a transportation crossing and will not generate any solid waste nor place any burden on the existing permitted capacity of any landfill or transfer station within San Diego County. Therefore, compliance with any Federal, State, or local statutes or regulation related to solid waste is not applicable to this project.

XVII. MANDATORY FINDINGS OF SIGNIFICANCE:

a) Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?

☐ Potentially Significant Impact ☐ Less than Significant Impact
☑ Potentially Significant Unless Mitigation Incorporated ☐ No Impact

Discussion/Explanation:

Per the instructions for evaluating environmental impacts in this Initial Study, the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory were considered in the response to each question in sections IV and V of this form. In addition to project specific impacts, this evaluation considered the projects potential for significant cumulative effects. Resources that have been evaluated as significant would be potentially impacted by the project, particularly freshwater marsh, unvegetated channel, coast live oak riparian forest, coast live oak woodland, and coastal sage scrub. However, mitigation has been included that clearly reduces these effects to a level below significance. This mitigation includes:

Habitat	Permanent Impact Hectare (Acre)	Temporary Impact Hectare (Acre)	Mitigation Ratio	How Mitigation Accomplished
Freshwater marsh	0.004 (0.01)	0.0004 (0.001)	5:1 for permanent impacts and 1:1 for temporary impacts	Temporary impacts mitigated on-site through habitat restoration of 0.0004 hectare (0.001 acre). Permanent impacts mitigated through use of 0.02 hectare (0.05 acre) of southern riparian/oak woodland credits within the County's Betsworth Mitigation site.
Unvegetated channel	0.013 (0.03)	0.045 (0.11)	5:1 for permanent impacts and 1:1 for temporary impacts	Temporary impacts mitigated on-site through restoration of 0.045 hectare (0.11 acre). Permanent impacts mitigated through use of 0.065 hectare (0.15 acre) of southern riparian/oak woodland credits within the County's Betsworth Mitigation site.
Coast live oak riparian forest	0.073 (0.18)	0.085 (0.21)	5:1 for permanent impacts and 1:1 for temporary impacts	Temporary impacts mitigated on-site through restoration of 0.085 hectare (0.21 acre). Permanent impacts mitigated off-site through use of 0.17 hectare (0.42 acre) of southern riparian/oak woodland credits within the Boden Canyon Mitigation Bank and 0.19 hectare (0.48 acre of offsite creation & restoration/enhancement of wetland habitat at the County's Betsworth Mitigation Site.
Coast live oak woodland	0.012 (0.03)	0.016 (0.04)	3:1 for permanent impacts and 1:1 for temporary impacts	Temporary impacts mitigated on-site through restoration of 0.016 hectare (0.04 acre). Permanent impacts mitigated off-site through use of 0.06 hectare (0.15 acre) of southern riparian/oak woodland credits within the Betsworth Mitigation Site.
Coastal sage scrub	0.105 (0.25)	0.122 (0.30)	2:1 for permanent impacts and 1:1 for temporary impacts	Temporary impacts mitigated on-site through restoration of 0.122 hectare (0.30 acre). Permanent impacts mitigated off-site through deduction of 0.210 hectare (0.50 acre) of coastal sage scrub credits from the County's Boden Canyon Mitigation Bank.
Developed	0.093 (0.24)	0.082 (0.20)	N/A	N/A
TOTAL	**0.300 (0.74)**	**0.350 (0.86)**		**On-site restoration of 0.350 hectare (0.86 acre) and deduction of 0.210 hectare (0.52 acre) of coastal sage scrub credits from the Boden Canyon Mitigation Bank, and off site creation & restoration/enhancement of 0.311 hectare (0.77 acre) of wetland and woodland habitats at the Betsworth Mitigation Site.**

Source: NES (County 2006).

As a result of this evaluation, there is no substantial evidence that, after mitigation, significant effects associated with this project would result. Therefore, this project has been determined not to meet this Mandatory Finding of Significance.

b) Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?

☐ Potentially Significant Impact	☐ Less than Significant Impact
☐ Potentially Significant Unless Mitigation Incorporated	☑ No Impact

Discussion/Explanation:

This project is located within the Cleveland National Forest. No projects are anticipated within a two-mile radius of the bridge as it is within the Cleveland National Forest, other than routine land management activities carried out by the Forest Service. Per the instructions for evaluating environmental impacts in this Initial Study, the potential for adverse cumulative effects were considered in the response to each question in sections I through XVI of this form. In addition to project specific impacts, this evaluation considered the projects potential for incremental effects that are cumulatively considerable. As a result of this evaluation, there is no substantial evidence that there are cumulative effects associated with this project. Therefore, this project has been determined not to meet this Mandatory Finding of Significance.

c) Does the project have environmental effects, which will cause substantial adverse effects on human beings, either directly or indirectly?

☐ Potentially Significant Impact	☐ Less than Significant Impact
☐ Potentially Significant Unless Mitigation Incorporated	☑ No Impact

Discussion/Explanation:

In the evaluation of environmental impacts in this Initial Study, the potential for adverse direct or indirect impacts to human beings were considered in the response to certain questions in sections I. Aesthetics, III. Air Quality, VI. Geology and Soils, VII. Hazards and Hazardous Materials, VIII Hydrology and Water Quality XI. Noise, XII. Population and Housing, and XV. Transportation and Traffic. As a result of this evaluation, there is no substantial evidence that there are adverse effects on human beings associated with this project. Therefore, this project has been determined not to meet this Mandatory Finding of Significance.

XVIII. REFERENCES USED IN THE COMPLETION OF THE INITIAL STUDY CHECKLIST

All references to Federal, State and local regulation are available on the Internet. For Federal regulation refer to http://www4.law.cornell.edu/uscode/. For State regulation refer to www.leginfo.ca.gov. For County regulation refer to www.amlegal.com. All other references are available upon request.

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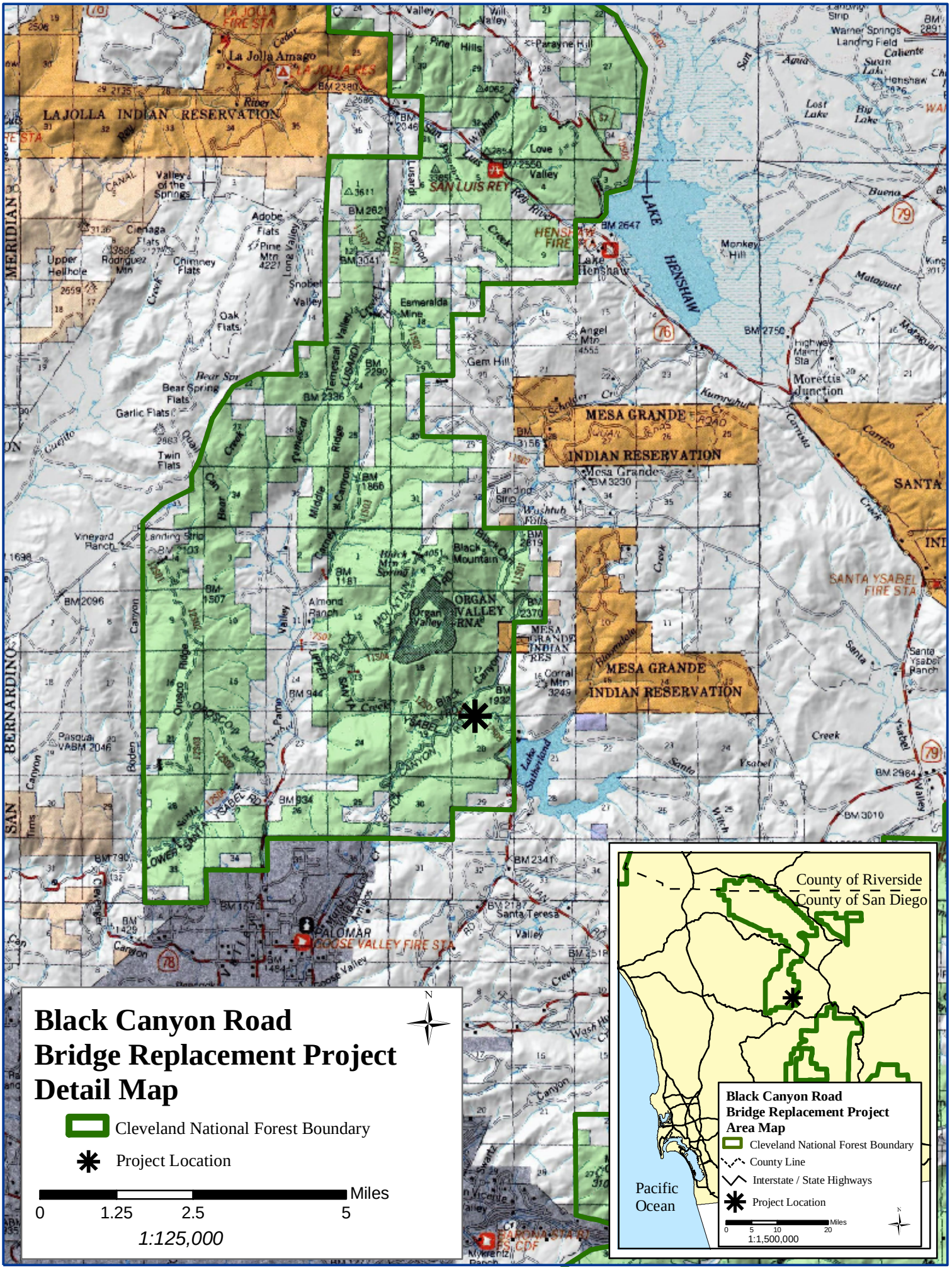
Black Canyon Road
Bridge Replacement Project
Detail Map
Cleveland National Forest Boundary
Project Location
Miles
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County of Riverside
County of San Diego
Black Canyon Road
Bridge Replacement Project
Area Map
Cleveland National Forest Boundary
County Line
Interstate / State Highways
Project Location
Pacific
Ocean
0 5 10 20
Miles
1:1,500,000
LAJOLLA INDIAN RESERVATION
MESA GRANDE
INDIAN RESERVATION
ORGAN
VALLEY
RNA
SAN LUIS REY
HENSHAW
LAKE
Lake Henshaw
Morettis Junction
Mesa Grande
Black Mountain
Santa Teresa
PALOMAR
GOOSE VALLEY FIRE STA
SANTA YSABEL
FIRE STA
LA JOLLA
FIRE STA

Figure 1